

ISSUE IDENTIFICATION AND WORK PROGRAM

*[for the Local coastal
program]*

*Coastal zone management - Planning - California
-- Oceanside*

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CITY OF OCEANSIDE

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ISSUE IDENTIFICATION

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

OCEANSIDE LOCAL COASTAL PROGRAM ISSUE IDENTIFICATION

PURPOSE

The preparation of an Issue Identification is the first milestone in the City's Local Coastal Program (LCP). The purpose of the Issue Identification is to:

1. Determine the policies of the Coastal Act which apply to Oceanside;
2. Determine to what extent existing local plans are adequate to meet Coastal Act requirements; and,
3. Delineate any potential conflicts between existing plans and development proposals and the policies of the Coastal Act.

METHODOLOGY

The City's Issue Identification utilizes the common methodology established by the Coastal Commission. The first section of the document is an areawide description, outlining conditions in the following coastal sub-areas:

1. Oceanside Small Crafts Harbor
2. Downtown/Redevelopment Area
3. Eastside/Capistrano Community
4. San Luis Rey River Area
5. South Oceanside
6. Buena Vista Lagoon Area

The Policy Group Evaluation segment of the document relates conditions within each sub-area to the following fourteen Coastal Act policy groups:

1. Shoreline Access
2. Recreation and Visitor Serving Facilities
3. Housing
4. Water and Marine Resources
5. Dredging, Filling and Shoreline Structures
6. Commercial Fishing and Recreational Boating
7. Environmentally Sensitive Habitat Areas
8. Agriculture
9. Hazards
10. Forestry and Soils Resources
11. Locating and Planning New Development
12. Coastal Visual Resources and Special Communities
13. Public Works
14. Industrial and Energy Development

The final three sections of the document include a policy group checklist (which summarizes the conformance of local conditions, plans and ordinances with Coastal Act policies), a list of uses of more than local significance, and a summary of key issues.

AREAWIDE DESCRIPTION - SUMMARY

Oceanside extends along 3.5 miles of the North San Diego County shoreline. The Coastal Zone portion of the City is roughly 2.85 square miles, or 7% of the City's present area.

The City's Coastal Zone encompasses a wide variety of residential neighborhoods, commercial and industrial districts, coastal resource areas, and specialized coastal uses. The Coastal Zone is predominantly urbanized, with established public services. Although there are several significant vacant parcels in the San Luis Rey floodplain and Eastside/Capistrano Community, the major issues the City anticipates relate to the restoration, enhancement and redevelopment of coastal land uses, resources and amenities.

The main characteristics of the six sub-areas is summarized as follows:

1. Harbor

The Harbor contains a variety of residential, commercial and tourist oriented uses, including boat slips, restaurants, multi-family residential, public beach and public parking areas. The proposed expansion of the Harbor and the preparation of a precise plan outlining alternatives for expanding Harbor uses are two major projects affecting this sub-area.

2. Downtown/Redevelopment Area

The downtown is an urbanized area, with a central core containing commercial, professional and financial uses, and mixed residential uses on the periphery. Ninety-five percent of the beach in this area is publicly owned and developed with amenities such as parking, picnic and recreational equipment and community buildings. Key features in the downtown area include the Third Street Pier, the Strand, and AT&SF railroad line.

3. Eastside/Capistrano Community

The Eastside/Capistrano Community is actually two distinct neighborhoods which share many common characteristics. Both are primarily single family neighborhoods with some older and deteriorating residences, and a high proportion of low income and minority households. This area is isolated from the rest of the Coastal Zone by Interstate 5.

4. San Luis Rey River Area

The mouth of the San Luis Rey River - which includes a 10-acre freshwater lagoon and a marsh area extending 2400 feet inland - is a major resource of regional significance. The Redevelopment Concept Plan proposes an aquatic park for the area west of I-5.

5. South Oceanside

South Oceanside extends along 1.5 miles of coastline to the Buena Vista Lagoon. It is largely developed, predominantly with single family residences, some apartment and condominium complexes, and strip commercial along Hill Street. Notable features in this area include Loma Alta Creek, the La Salina Sewage Treatment Plant and Buccaneer Beach. Lateral beach access is limited in South Oceanside due to extreme beach erosion; however proposals made by the Corps of Engineers anticipate the restoration of the beach.

6. Buena Vista Lagoon

The Buena Vista Lagoon is a natural resource of state-wide significance. Critical concerns affecting Buena Vista are the desirability of increasing access to the lagoon and the potential for preserving or enhancing additional sensitive areas. Because the lagoon is largely State-owned and is within both Oceanside and Carlsbad, the City's planning efforts must be closely coordinated with other affected agencies.

COASTAL ACT POLICY SUMMARY

This section provides a brief summary of the Coastal Act policies which have guided the preparation of this Issue Identification. The policies are divided into fourteen groups.

1. Coastal Access

The Coastal Act requires that development not interfere with the public's right of access to the ocean. New developments may be required to provide public access to the shoreline.

2. Recreation and Visitor Serving Facilities

The Coastal Act requires adequate distribution of public facilities such as parking areas, provision of lower cost

visitor facilities, protection of oceanfront areas for coastal recreation, granting of priority to commercial recreation uses, reservation of upland areas to support coastal recreation, and distribution of visitor facilities throughout the Coastal Zone.

3. Housing

The Coastal Act requires that low and moderate income housing be protected, encouraged and where feasible, provided.

4. Water and Marine Resources

The Coastal Act requires the maintenance, protection and restoration of marine resources and coastal water quality as well as the control of discharges and runoff into the ocean and coastal wetlands.

5. Diking, Dredging, Filling and Shoreline Structures

The Coastal Act limits diking, dredging and filling of coastal waters to very specific circumstances, including maintenance dredging of channels, expanding boating facilities and restoration activities.

6. Commercial Fishing and Recreational Boating

The Coastal Act encourages increased recreational boating through new facility development and also requires protection of commercial fishing opportunities.

7. Environmentally Sensitive Habitat Areas

The Coastal Act requires that sensitive habitat areas be protected against any significant disruption.

8. Agriculture

The Coastal Act requires protection of prime agricultural land

through priority systems, buffer areas, and limitations on conversion.

9. Hazard Areas

The Coastal Act seeks to control risks in areas subject to geologic, flood and fire hazard. New development must not create or contribute to erosion or geologic instability.

10. Forestry and Soils Resources

The Coastal Act requires the long-term protection of soils and timberland.

11. Locating and Planning New Development

Coastal Act policies on development require mitigation of impacts on archaeological and paleontological resources, the location of new development in or near existing development centers, improvement of transit and parking opportunities, and provision of onsite recreation facilities.

12. Visual Resources and Special Communities

The Coastal Act requires protection of scenic and visual qualities of coastal areas and special communities.

13. Public Works

The Coastal Act limits expansion and new public works facilities to those necessary to accommodate new development or uses permitted by the Coastal Act.

14. Industrial and Energy Facilities

The Coastal Act contains a number of provisions regulating the development, location, expansion and operation of energy facilities and other coastal dependent industry.

POLICY GROUP EVALUATIONS AND ISSUES BY SUB-AREA

This section of the summary is intended to address conditions in each of the six Oceanside sub-areas in relationship to all applicable Coastal Act policies.

1. Harbor - Important issues affecting the Harbor are:
 - The adequacy of access to the Harbor especially in relation to traffic circulation and parking;
 - The adequacy of the infrastructure and provision of support facilities in conjunction with the proposed Harbor expansion;
 - The provision for recreation and visitor oriented facilities in the Harbor Precise Plan.
2. Downtown/Redevelopment Area - Major issues affecting the downtown/redevelopment area are:
 - The adequacy of pedestrian and vehicular access to the beach;
 - The upgrading and expansion of visitor serving facilities;
 - The protection of existing low and moderate income housing options and provisions for new rental units;
 - The restoration and preservation of the beach;
 - The stability and composition of the bluff between Ninth and Wisconsin Street;
 - The height and design of development along the Strand; and,
 - The compatibility of all Redevelopment plans with Coastal Act policies.

3. Eastside/Capistrano - Key issues affecting the Eastside/Capistrano community are:
 - The appropriate land use for Lawrence Canyon;
 - The adequacy of public services in the Eastside to serve anticipated densities; and,
 - The protection of low and moderate cost housing.
4. San Luis Rey River Area - Important issues affecting the San Luis Rey River Area are:
 - The identification of habitat characteristics of the river mouth and marsh areas and assessment of potential impacts from surrounding development;
 - A determination on how to enhance public access to the river consistent with habitat values;
 - Evaluation of the water quality of the river;
 - The recreational use potential of the river area; and,
 - The feasibility and desirability of constructing a bridge over the river's mouth.
5. South Oceanside - Major issues affecting the South Oceanside Area are:
 - The preservation of moderate cost housing;
 - The adequacy of City ordinances in maintaining and enhancing viewsheds and visual quality in this area; and,
 - The restoration of beach sand;
 - The potential for increasing public access to the beach.
6. Buena Vista Lagoon - Important issues affecting Buena Vista Lagoon are:
 - The coordination of plans for the lagoon with the City of Carlsbad and the State Department of Fish and Game;
 - A determination on how to enhance public access to the lagoon is consistent with habitat values;
 - Evaluation of the lagoon's water quality in cooperation with the Department of Fish and Game;
 - Identification of additional water and land buffer areas which should be protected or preserved.

100 AREAWIDE DESCRIPTION

ISSUE IDENTIFICATION FOR OCEANSIDE LOCAL COASTAL PROGRAM

PART 1

1.00-AREAWIDE DESCRIPTION

1.01. INTRODUCTION

The City of Oceanside extends approximately 3.5 miles along the North San Diego County Shoreline, between Camp Pendleton to the north and the City of Carlsbad to the south. Oceanside is presently about 40 square miles in size. The Coastal Zone portion of Oceanside is approximately 2.85 square miles, or only 7% of the City's present corporate boundaries.

The Oceanside Coastal Zone boundary is depicted on Figure 1. Starting at the northerly City limits east of Interstate 5, it extends southward generally along the Eastside/Capistrano neighborhood. At Mission Avenue the boundary is drawn westerly to a point approximately 1,000 yards from the coastline. From this point the coastal boundary extends southward roughly parallel to the coastline. At Kelly Street the boundary extends eastward, paralleling the Buena Vista Lagoon. The depth of the Coastal Zone ranges from approximately 3,040 yards at the Buena Vista Lagoon to 880 yards at the Loma Alta Creek channel.

Oceanside's Coastal Zone encompasses a wide variety of residential neighborhoods, commercial and industrial districts, coastal resource areas, and specialized coastal uses.

The Coastal Zone is predominantly urbanized, with established public services. Although there are several significant vacant parcels in the San Luis Rey floodplain and Capistrano/Eastside community, the predominant issues the City anticipates relate to the restoration, enhancement and redevelopment of coastal land uses, resources and amenities.

102. REGULATORY PROVISIONS

The City of Oceanside updated and adopted its General Plan in late 1975. The General Plan meets all state-mandated requirements, and represents the City's comprehensive land use, environmental and public safety policies. General Plan Elements which bear special relevance to the City's Local Coastal Program are the Land Use, Population and Housing, and Environmental Resource Management Elements.

The City's Zoning Ordinance serves to implement and establish consistency with the General Plan. The Coastal Zone contains a broad spectrum of the City's residential, open space, commercial and industrial zones. With the exception of industrially zoned properties adjacent to the railroad tracks, the zoning in the Coastal Zone is generally compatible with the City's General Plan. Refinements to both the General Plan and Zoning Ordinance may be necessary, however, to fully meet the policy intent of the California Coastal Act.

Two special local jurisdictions will be closely involved in Oceanside's Local Coastal Program: the Oceanside Small Craft Harbor District, and the Oceanside Downtown Redevelopment Agency.

The Small Crafts Harbor District, which is coterminous with the City, is governed by the Oceanside City Council acting as the District Board. The District has undertaken the preparation of a Harbor Precise Plan which addresses Coastal Act and City policy requirements in relation to alternatives for expanded recreational and tourist-commercial facilities for the Harbor area. This precise plan is expected to be included in the City's LCP submittal.

The entirety of Oceanside's Redevelopment Area is included within the Coastal Zone boundaries. The City's five Council members also serve as Redevelopment Agency members. In addition to being governed by the City's General Plan and zoning requirements, the

Redevelopment Area is also subject to a Redevelopment Plan and special procedures for design review. The design review procedures specify the primary and alternate land uses and design quality standards for each Redevelopment Area District. A neighborhood plan has been adopted for the portion of the Redevelopment Area west of the railroad.

In addition to the local agencies with authority over activities in the Coastal Zone, there is considerable Federal involvement on the part of the U.S. Army Corps of Engineers. The Corps of Engineers is presently studying alternatives for expanding the Oceanside Small Crafts Harbor, stemming a severe beach erosion problem, and making flood protection improvements to the San Luis Rey River channel.

Clearly, the City's Local Coastal Program must be closely coordinated with other local entities, bordering jurisdictions and affected State and Federal agencies. In the case of Federal agencies (i.e., the Corps of Engineers and the Marine Corps) the City must rely on the spirit of cooperation which has already been established.

103. SUB-AREA DESCRIPTION

For the purposes of this discussion, the coastal zone has been divided into six sub-areas, each with a unique character and specialized concerns:

<u>Sub-Area</u>	<u>Size</u>	<u>Percentage of Coastal Zone</u>
1. Oceanside Small Crafts Harbor	145 acres	8%
2. Downtown/Redevelopment Area	494 acres	27%
3. Eastside/Capistrano Community	351 acres	19%
4. San Luis Rey Flood Plain	83 acres	5%
5. South Oceanside	531 acres	29%
6. Northerly Banks of Buena Vista Lagoon	<u>218</u> acres	<u>12%</u>
Total	1,822 acres	100%

The sub-areas are shown on Figure 2. A brief description of existing conditions, existing plans and zoning, and proposed activities is delineated for each sub-area.

103.1 The Oceanside Small Crafts Harbor

The Oceanside Harbor functions as both a regional recreational/commercial center and an important transient boat stopover point midway between Newport Beach and San Diego. The Harbor, completed in 1963, covers 100 acres. The existing zoning for the entire Harbor District is Residential Agricultural (R-A) which is primarily used in the City as a holding zone.

Development in the Harbor is controlled by two primary mechanisms: A Conditional Use Permit (adopted by P. C. Resolution 61-P21 on April 3, 1961) which establishes the compatibility of the Harbor uses with the City's General Plan; and a Harbor Master Lease (adopted in 1964) which provides detailed information on allowable uses and improvements within the District and enables the Harbor District to exercise discretion over all Harbor uses. The California Coastal Commission has shown considerable interest in development proposals in the Harbor area. The Commission staff has suggested that a determination be made on whether the public trust applies to any of the Harbor. Such a determination would need to be made by the State Lands Commission.

Pursuant to a recommendation made on April 23, 1976, by the San Diego Regional Coastal Commission, the City is now preparing a Precise Plan for the Harbor. This plan analyzes alternatives for intensifying recreational and tourist/commercial activities in the Harbor area. It also addresses beach access, urban design and vehicular and pedestrian circulation.

Existing development in the Harbor area includes 823 berths over the 70 acres of water area. Of the 30 acres of land area within the Harbor, 3 acres are devoted to public uses such as public parking and the Harbor District Office and approximately 10 acres are devoted to leasehold activities. The remainder of the area is devoted to open space and streets.

In addition to boating, existing Harbor uses include open space, 1,100 lineal feet of public beach, 1784 parking spaces, three resi-

dential complexes (including the 17-story Marina Towers) totaling 204 dwelling units, a 29,320 square foot "fisherman's village" commercial complex, and two major restaurants with a combined seating capacity of 627. The entry to the Harbor near I-5, which is also part of the City's Redevelopment Area, contains tourist related uses, a gas station, and several stores. All uses within the Harbor sub-area are consistent with the City's land use plan and zoning.

Traffic congestion is experienced during the peak summer months at the southerly end of Harbor Drive. The Harbor Precise Plan defines as a major constraint the "limited access routes and under-designed internal circulation with significant and increasing congestion at peak periods in high activity areas, and anticipated increases". There is also an apparent problem with inefficiently utilized parking. (Some parking lots are underutilized while others are congested.)

Another major concern affecting the Harbor Area is the need for periodic dredging to maintain the Harbor opening. Dredging operations are performed approximately every 18 months and sand is re-deposited on the City's public beach to the south. This problem is described further in the "Diking, Dredging, Filling, and Shore-line Structures - Policy Group Evaluation" section.

Concurrent with the preparation of Harbor Precise Plan, the Army Corps of Engineers is evaluating the possibility of expanding the Harbor. The Corps has developed three alternative plans for the Harbor Expansion, ranging in cost from \$23.9 million to \$31.4 million. A fourth alternative has recently become possible with the announcement from the U.S. Marine Corps that the Harbor Turning Basin is no longer needed for military purposes. This Turning Basin alternative appears to offer some significant advantages in terms of cost-benefit, engineering suitability, and recreational enhancement. In terms of the Coastal Act policies, the expansion of boating facilities needs to be balanced with the provision of adequate onshore support facilities.

Among current actions in the Harbor Area are proposals for providing additional boat slips, construction of a public fishing platform, and installation of additional beach playground equipment.

103.2 Downtown/Redevelopment Area

The downtown area is situated between the Harbor and Wisconsin Street, Interstate 5 and the ocean. The area is about 95% urbanized with very little vacant land available. The central core contains commercial uses, professional offices and financial institutions. On the periphery are residential neighborhoods, the City's government complex, a hospital, and a community shopping center. The area along the Strand and on the bluff is zoned R-T (Recreational-Tourist) which allows for high density residential uses and motels. Some of the dwellings along the Strand are low and moderate priced rentals. However, some of these lower priced rentals are small older tourist cottages which are not adequate for permanent residences.

Industrial uses along the railroad tracks which are nonconforming to the City's Land Use Element are now being rezoned to allow multi-family residential development. The Coastal Commission staff has suggested that recreational use alternatives also be considered for this area.

The beach front in this district stretches approximately 1.7 miles, 95% of which is publicly owned. Parking, recreational facilities, and community buildings are provided along the beach frontage.

The area known as the Strand is located along the base of the coastal bluffs between Ninth and Wisconsin Streets. The Strand itself is a straight beach-level roadway. Properties between the Strand and the bluff range in depth from 123 to 170 feet. The bluff height ranges from 20 feet at South Strand to 35 feet at North Strand. Rear property lines generally follow the base of the bluff, with the exception of several North Strand properties. Over 90% of the Strand properties are developed. Fifty

percent of the residential and motel structures are old and deteriorating.

In addition to the lateral access along the beach afforded by the Strand, there are 10 points of vertical access which are fairly evenly spaced along the 7,500 feet beach frontage in the "downtown" sub-area. Potential for additional and improved points of access exist.

The City and Redevelopment Agency have prepared a Marketability Study for the entire Redevelopment Area. This study shows a strong potential for high density residential activity and also suggests a possibility of a shop and restaurant complex and convention center between the pier and the railroad tracks. Traffic studies and a neighborhood plan for the area between the tracks and the ocean are now being readied for public hearing.

The railroad tracks represent a significant barrier to beach access in the downtown. The City has filed application with the Public Utilities Commission to lower the railroad tracks into a 2 mile long trench extending from the San Luis Rey River to the Loma Alta Creek, at the cost of \$8.4 million. This project will improve accessibility to the beach by replacing 5 grade crossings with 4 bridges. It will also reduce noise levels and possibly provide area for public uses (such as bike trails and parking) along the railroad right-of-way.

Beach erosion is a significant problem along the length of Oceanside's shoreline between the Third Street Pier and the Buena Vista Lagoon. This erosion has been directly attributed to construction of jetties in the Del Mar Boat Basin (also known as Camp Pendleton Harbor). The Army Corps of Engineers has assumed responsibility for the stabilization of the

Oceanside shoreline since the erosion problem stems from the federal development at the Del Mar Boat Basin. The Corps has developed three alternative solutions for beach protection, which are described in the policy group evaluation section. As an interim measure, the Corps periodically deposits sand dredged from the Harbor on City beaches.

103.3 Eastside/Capistrano Community

The Eastside/Capistrano Community is actually two distinct neighborhoods which are bisected by the San Luis Rey Floodplain. These neighborhoods do share many common characteristics, however, and are for that reason combined in this description. Both contain primarily single family residences, many of which are older and in need of rehabilitation. The area contains a higher proportion of the City's low-income families (50 % as opposed to 13 % Citywide) and also has 29 % of the City's minority residents.

State Route 76 is proposed to be realigned and upgraded to expressway status through this area within the next five years. The City, as a matter of policy, has been protecting rights for Route 76 in accordance with the Circulation Element of the General Plan, the Regional Transportation Plan, and Cal-Trans' plans. The expressway would intersect I-5 near the Hill Street interchange and will improve access from North County cities to the Oceanside Harbor and beaches. Land surrounding the proposed intersection of Route 76 and I-5 is commercially zoned. Zoning in this area is consistent with the City's General Plan.

Properties in the southerly portion of the sub-area are zoned for multi-family development, although existing development is predominantly single family. This neighborhood does not have the infrastructure to support higher density development. The City should evaluate the possibility of maintaining existing low and moderate income housing opportunities in this neighborhood.

The mouth of the San Luis Rey River has been identified in the City's Environmental Resource Management Element (ERME) as a major resource of regional significance. It includes the mouth of the river and its terminal fresh water lagoon of about 10 acres and a marsh area extending 2,400 feet inland within the river bed proper. The lagoon supports a moderate population of fresh water game fish including large-mouth bass, bluegill, sunfish and mosquito fish. Fresh-water crayfish are abundant and are an important food source for fish and birds. Over 55 species of birds have been recorded, 10 of which nest in the area. The plant life varies from brackish marsh species such as salt grass, pickle-weed, and brass buttons to abundant species in the lagoon which are an important food source for waterfowl. In all, 15 significant plant association groups have been identified.

The entire length of the river is protected by the City's "F" overlay zoning which generally precludes construction. The width of the overlay zone ranges from 400 to 600 feet. A study conducted by the Army Corps of Engineers suggests channel improvements for the river. Their recommendations for the lower portion of the river include removal of spoil banks and construction of 800 feet of stone-revetted levee on the south bank near the ocean.

The Redevelopment Concept Plan proposes to designate the river area west of I-5 as an aquatic park which may include horse trails, bicycle and pedestrian paths and other recreational amenities. Public access will be a major consideration in the development of plans for the river area. The aquatic park concept is consistent with the City's General Plan.

The California Coastal Plan recommended priority acquisition of the San Luis Rey River and narrows (150 acres) as a wildlife preserve and passive recreation area. Prior to any land use determination for the river area, it may be appropriate to consult with the State Lands Commission to determine if the public trust applies to any of the river area.

103.5 South Oceanside

The South Oceanside community lies between Wisconsin Street and the southerly City limits. It contains approximately 1.5 miles of beach front. Land uses in the area are predominantly single family residences, some apartment and condominium complexes near the ocean and a strip of commercial along Hill Street. Some of the housing in this area is run-down and in need of rehabilitation or in extreme cases demolition. All of the areas zoned R-1 and R-2 are among the Coastal Commissions categorical exclusion area. (The exclusion allows for construction of one residence on an existing lot.)

Industrial uses along the railroad tracks are the only uses not consistent with the City's General Plan. The Planning Commission is in the process of conducting public hearings to consider rezoning this area to compatible designations. Loma Alta Creek passes through the area and parallels Oceanside Boulevard. The La Salina Sewage Treatment Plant, serving the downtown area, is located near the mouth of the creek. The City has received a Federal Grant for upgrading the present treatment facilities. No expansion of the plant capacity will occur, however.

The Escondido-Oceanside railroad spur intersects the Los Angeles San Diego railroad line in this sub-area. This location is being considered as an alternate location for a multi-modal transportation center, currently under study by the San Diego County Transportation Department. With the consent of the railroad, the railroad right-of-way could provide considerable land area for public uses.

Due to the eroded condition of the South Oceanside beach, lateral access along the beach is restricted except at low tides. Public beach use is restricted primarily to seven sand pockets located at the termini of perpendicular City streets. (The normal right-of-way width is 80 feet.) Only one beach - Buccaneer Beach, located at the mouth of the Loma Alta Creek - is of moderate size. The City has already installed a parking lot and restroom facilities at a site adjacent to Buccaneer Beach. The City has received \$67,000 in grant funds which will be used to construct tennis courts, picnic facilities and play equipment and to reconfigure the parking lot on this 2.8 acre site.

The City's plans to lower the railroad tracks in South Oceanside received a low priority rating by the State Public Utilities Commission since the critical need was deemed to be in the downtown area. As a result, the railroad will probably not be lowered in South Oceanside in the near future. In the interim, the City should continue to address the circulation and noise impacts of the railroad on adjacent development.

103.6. The Buena Vista Lagoon Area

Buena Vista Lagoon has been identified in numerous studies as a natural resource of state-wide significance. Approximately 60% of the body of water lies within the limits of the neighboring City of Carlsbad. Most of the lagoon is under State ownership and designated as a wildlife preserve.

The northern bluffs along the lagoon lie in Oceanside and are about 95% developed, predominantly with single family residences. The northwesterly section of the Buena Vista area is occupied by the exclusive St. Malo planned residential development. One vacant 150,000 sq. ft. parcel located east of Hill Street fronting the lagoon is zoned R-T (Recreational Tourist). A 50 unit condominium project is proposed for that site. An additional 3 acre parcel on the west side of Hill Street is zoned for commercial purposes. A narrow strip of commercially zoned land is located on the lagoon shore east of Interstate 5. This strip was proposed for acquisition in the Coastal Plan and is now being studied for possible acquisition by the Coastal Conservancy.

City zoning in the Buena Vista Lagoon sub-area is consistent with the City's General Plan. Public access to the lagoon west of I-5 is limited, occurring only at Hill Street and Stewart Street. St. Malo, in particular, is a controlled access community with no public thoroughfares to either the lagoon or the beach.

200 POLICY GROUP EVALUATIONS

The issue identification and work program for Buena Vista Lagoon should be closely coordinated with the City of Carlsbad and the State. Since Buena Vista Lagoon has already been extensively studied, it appears that the City's present coastal planning efforts would best be directed toward consolidating existing resource information, re-evaluating the City's policies in light of that information, and coordinating planning efforts for Buena Vista Lagoon with other affected agencies.

PART 200

POLICY GROUP EVALUATIONS

The Policy Group Evaluation Section is intended to relate the fourteen Coastal Act policy groups to conditions within each of Oceanside's coastal sub-areas. The Coastal Act policy groups are as follows:

- Shoreline Access
- Recreation and Visitor Serving Facilities
- Housing
- Water and Marine Resources
- Dredging, Filling, and Shoreline Structures
- Commercial Fishing and Recreational Boating
- Environmentally Sensitive Habitat Areas
- Agriculture
- Hazards
- Forestry and Soils Resources
- Locating and Planning New Development
- Coastal Visual Resources and Special Communities
- Public Works
- Industrial and Energy Development

For the purpose of this discussion, the policy group evaluation has been organized to provide: 1) A brief description of Coastal Act requirements for each policy group; 2) An analysis of conditions in Oceanside's various sub-areas relating to each policy group; and 3) A summary of issues for each policy group.

201. SHORELINE ACCESS

Sections 30210 through 30212 of the California Coastal Act of 1976 require that any development occurring within the coastal zone shall not interfere with the public's right of access to the ocean. They also require that any new development provide access from the nearest public roadway to the shoreline. Public agencies may also require dedicated accessways for public use.

201.1 SUB-AREA ANALYSIS

.11 Harbor

Adequate pedestrian access to almost any point in the Harbor and adjoining public beach is readily available from North and South Harbor Drive. Access is somewhat restricted by periodic traffic congestion on Harbor Drive and parking deficiencies in the beach area, and limited entry points to the Harbor.

.12 Downtown/Redevelopment Area

The Downtown area has 1.7 miles of beachfront between the Harbor and Wisconsin Street. The beach is publicly owned except for the mouth of the San Luis Rey River and the adjoining 550 unit residential complex (North Coast Village). Lateral access along the beach is restricted at North Coast Village. Nevertheless, the narrow area between the complex and the mean high tide line is occasionally used by the public. Establishment of a public easement on the North Coast Village property should be explored.

Access across the San Luis Rey River mouth can be ensured through either State acquisition (as recommended in the Coastal Plan) or through local development of an aquatic park (as recommended in the Redevelopment Concept Plan).

Vehicular access to the beach and parking areas is provided by the Strand which parallels the beach between 9th and Wisconsin Streets. A total of four fully improved streets provide vehicular access from the bluff above. In addition, there are five vertical pedestrian accessways. Accessibility seems to be quite adequate and well spaced with the exception of the South Pacific Street/South Strand area between Tyson and Wisconsin Street (approximately 6 city blocks). Parking deficiencies during periods of peak usage tend to limit public access.

The Redevelopment Agency, being concerned with the provision of access on the South Strand and near the North Coast Village complex, has addressed access issues in a document entitled "Neighborhood Plan for the Beach Residential and Pier Complex Districts". This plan was approved by the Redevelopment Agency on February 22, 1978.

.13 Eastside/Capistrano Community

Ocean access for residents of the Eastside/Capistrano Community is limited by both its distance to the beach and the restricted access across Interstate 5. Virtually all of the Eastside/Capistrano residents must use either private vehicles or the public bus system to travel to the beach. Freeway overpasses serving this area are located at Eighth Street, Bush Street, and Mission Avenue. A pedestrian path under I-5 is located at Carmella Street, near the San Luis Rey River. A discussion of access from Eastside/Capistrano Community to the San Luis Rey River area is provided in the following section.

.14 San Luis Rey River Area

The portion of the San Luis Rey River floodplain within the coastal zone is privately owned. A few trails meander along the river's thick shrubbery leading to the ocean. Vertical access is restricted due to the steep topography and the private ownership of the adjoining vacant properties. Access is possible only from public streets that cross the river: Pacific, Hill and Loretta Streets. Evidence of off road vehicle use is visible throughout the floodplain area.

The extent of existing public usage of the river area and the possible establishment of prescriptive rights should be determined.

The City should evaluate policy options regarding the type and intensity of uses for the river area. Vertical and lateral accessways should be provided only if compatible with the resource characteristics of the area. In the absence of public acquisition or private development consistent with the City's floodplain zoning, uncontrolled access to the San Luis Rey River and public misuse of the area could cause detrimental environmental impacts.

.15 South Oceanside

The 1.5 miles of beach from Wisconsin Street to the Buena Vista Lagoon is about 99% developed with single family residences and some apartment and condominium units. Seven terminus streets provide access to the ocean. In all cases the extent of the public beach is limited to the width of the street right-of-way (80'). The beach is eroded and narrow. Consequently, horizontal access is restricted, except at low tide.

Current usage of the South Oceanside beaches is low, primarily because of the scarcity of sandy beach. Restoration of sand to the area may increase public demand for additional access points north and south of Cassidy Street. The City has already received funding for the construction of a public stairway at Cassidy Street. Additional improvements may be necessary as the demand dictates.

The Loma Alta Creek is channelized. Access to the channel itself is not desirable due to its lack of natural amenities and also because of potential public safety hazards. The City has recently secured, through a development condition, an agreement to construct a walkway along the channel from Hill Street to Buccaneer Beach.

.16 Buena Vista Lagoon

Steep slopes along much of the north shore of the Buena Vista Lagoon prohibit easy access. In addition, due to the fragility

the sanctuary, public access at certain locations should be discouraged. Currently, physical access to the lagoon is available at Hill Street, Broadway Street and south of Highway 78. Lincoln, Stewart and Horne Streets terminate at barricades overlooking the lagoon, offering some potential for public vista-points. Private development blocks lagoon access at Tremont, Freeman, Alvarado, Ditmar, and Nevada Streets and also at the St. Malo development.

201.2 SHORELINE ACCESS ISSUES

- .21 Lateral access along the beach is necessary between the Strand and Harbor beach.
- .22 New pedestrian accessways on South Strand are desirable. How can land for these accessways best be secured?
- .23 Is enhanced access desirable at 4th, 5th, 6th, 7th, 8th and Tyson Streets? What funding sources are available?
- .24 Should a master plan for the San Luis Rey River area be prepared? If so, the provision of public access--given the resource characteristics of the area--should be addressed?
- .25 Have prescriptive rights been established over the San Luis Rey floodplain and privately owned portions of the beach?

202. RECREATION AND VISITOR SERVING FACILITIES

Sections 30212.5, 30213, 30220 through 30223 and 30250(c) define the Coastal Act's policies regarding recreation and visitor serving facilities. In essence these policies require the distribution of public facilities such as parking areas through out a City's coastal area, the provision of visitor facilities to serve the full range of income groups, the protection of oceanfront areas for coastal recreation, the granting of priority to projects with commercial-recreational facilities, the reservation of upland areas that are necessary to support coastal recreational uses, and the location of visitor serving facilities at selected points throughout the City's coastal area.

202.1 SUB-AREA ANALYSIS

.11 Harbor

The Small Crafts Harbor serves as a major recreational facility. Plans to expand the Harbor and intensify its use by the public are being developed by the City, the U.S. Army Corps of Engineers and Camp Pendleton. Conceptually, these plans are consistent with the goals and policies of the Coastal Act: to enhance coastal dependent recreational amenities and to expand recreational boating facilities within existing harbors.

.12 Downtown/Redevelopment Area

Over 1 million persons visit Oceanside's 1.7 miles of downtown beachfront annually. Facilities along the beach include the municipal pier, beach stadium, community center, playgrounds, picnic areas and a small recreational vehicle park. On the bluff above the beach is an old amusement park, miniature golf course and a small City park.

Five public parking lots containing 295 spaces are located along the Strand. On peak days the public uses unimproved land adjacent to the railroad for overflow parking. The downtown parking district operates four public parking lots east of the railroad tracks, with a total of 198 spaces.

The quantity of recreational amenities in the downtown area is not a significant issue: there are ample recreational facilities, both public and private. Rather, critical questions which the City has identified are: How can existing facilities be upgraded? To what extent should non-coastal dependent recreational uses be replaced with coastal-oriented ones?

The Oceanside Chamber of Commerce plans to construct a Visitors' Center on Hill Street north of 8th Street. The City's Redevelopment Plan also envisions a number of visitor-oriented improvements: a pedestrian promenade along the westerly edge of South Pacific Street and also on the Strand; a convention center complex containing speciality shops, restaurants, a hotel, multi-use center and parking; and possibly a new municipal pier.

At such time the railroad tracks are lowered the railroad easement should be studied for public use, including perhaps a linear park with a bicycle trail, park amenities and additional parking.

.13 Eastside/Capistrano Community

Two City parks, Balderama and Capistrano, adequately serve the needs of these neighborhoods. Balderama Park has a heavily utilized community center. The City recently received a Federal Housing and Community Development grant for improvement and expansion of the park and community center.

Lawrence Canyon, a privately owned parcel abutting I-5 has potential for becoming a commercial recreation area. A recreational vehicle park has been suggested for this property. The canyon has had a history of use as a rock and gravel mine, a borrow area, and a wrecking yard. Future recreational use would, therefore, be contingent on restoring landforms to a stable and aesthetically pleasing state. A further constraint to recreational use of Lawrence Canyon is the lack of direct access from I-5.

Currently the San Luis Rey marsh area east of I-5 is used predominantly by hikers and unauthorized motorcyclists. The area is not developed and as a result is not frequented by the general public.

The river area west of I-5 has minimal public use. However, the river does provide pleasing vistas for the Harbor area and residential neighborhoods near North Pacific Street. Although the Redevelopment Concept Plan suggests aquatic park development of the river area, a thorough study of the river's resources and recreational potential has not been conducted. Such a study could serve as the basis for the San Luis Rey River Master Plan.

South Oceanside

As previously noted, beach use in South Oceanside is generally restricted to seven pocket beaches. The City is in the process of improving La Salina Park, which adjoins Buccaneer Beach. South Oceanside Park, which is jointly used by the City and the School District, is located at the easterly edge of the coastal zone.

The need for additional recreational and visitor-serving facilities should be evaluated. The City should also consider the possibility of expanding use of the railroad easement and the portion of the bank along the Loma Alta Creek Channel which lies within the Coastal Zone.

Buena Vista Lagoon Area

The primary recreational use of Buena Vista Lagoon is fishing west of I-5 and bird-watching east of I-5. The State Department of Fish and Game has proposed to improve the use potential of the fishing area along Hill Street. An unnamed frontage street east of I-5 on the north shore of the lagoon allows public viewing of the lagoon's bird population. The property along this street is presently in private ownership and is zoned for commercial purposes. The potential for public use of that property needs to be evaluated.

202.2 RECREATION AND VISITOR SERVING FACILITIES - ISSUES

- .21 Are present parking facilities adequate near the Harbor and beach areas? In particular what additional parking facilities would be needed to accommodate influx of visitors to the proposed tourist oriented developments near the pier?
- .22 What is the likelihood of obtaining use of the railroad easement between downtown and South Oceanside for recreational purposes? Are the railroad authorities in favor of these plans?
- .23 Is Lawrence Canyon a desirable location for recreational use?
What is the demand for commercial recreation facilities in this area?
- .24 Intensity and type of recreational uses in the San Luis Rey River area need to be established. Should there be limited commercial activity on its fringes?
- .25 Can and should the edge of the Loma Alta channel be used as a bicycle route and pedestrian path?
- .26 The Coastal-wide demand for visitor service and recreation facilities should be determined, taking into account appropriate locations, the types of facilities desired, and the relationship of new facilities with existing uses. City Ordinances and plans may require amendments to give priority to visitor-serving uses.

203. HOUSING

Section 30213 of the Coastal Act requires that low and moderate income housing be protected, encouraged and where feasible, provided.

The City of Oceanside adopted its latest Population and Housing Element in September 1975. The Housing Assistance Plan was approved in early 1976. Compared to other communities in San Diego County the City of Oceanside has a high proportion of low and moderate income families. Over 13% of Oceanside's households have incomes below the poverty level, as compared to 10% for the County as a whole and 9.5% for North County. The highest concentration of Oceanside's low income families occurs in the Eastside/Capistrano Community.

It is important to note that, although the particular housing conditions in each of the sub-areas are discussed separately in this issue identification, housing will be comprehensively addressed in the Local Coastal Program. And, while the City is committed to preserving housing opportunities for low and moderate income families, it is also concerned with upgrading deteriorating neighborhoods and providing a balance of housing types in all neighborhoods. Decisive local action - along with State and Federal assistance - is necessary to ensure that these goals are achieved.

203.1 SUB-AREA ANALYSIS

.11 Downtown/Redevelopment Area

According to the Housing Assistance Plan, 658 low income families reside in this area, mostly between the railroad tracks and I-5. Zoning and land use are compatible, and a variety of residential densities and price ranges are available. It, therefore, appears that housing is not a major concern here. Along Myers Street and the Strand some low income families reside in deteriorated structures. Due to high cost of land, new construction has not occurred on the Strand during the last 15-20 years, resulting in blight. Because of this blight, these areas were included in the City's Redevelopment boundaries. It is obvious that removal of blighting conditions means new construction and major rehabilitation. It is, therefore, also clear that displacement cannot be totally avoided. To reduce this effect, the City has recently phased out industrial zones along the railroad tracks and changed the zone to R-3. This action creates potential for increased inventory of middle range rental units which will allow further absorption of low and moderate income families.

There is a particular need in the downtown area for providing low and moderate income housing for the elderly. Over 21% of the residents in the downtown census tract are over 65 (compared to a County-wide average of 8.7%). Accessibility to shopping areas, medical facilities, public transit, and churches make the downtown a desirable location for federally assisted senior housing.

The City is equipped with at least three tools to facilitate rehabilitation and, when necessary, fair relocation:

- a. The City participates in Section 8 Rental Subsidy Program. To date 257 households have been assisted (out of 338 allocated for 1975/1976 and 1976/1977).
- b. The City is now receiving HCD grants for a residential rehabilitation program.
- c. In the Redevelopment Area the Redevelopment Agency is committed to abide by state law regarding fair relocation.

.12 Eastside/Capistrano Community

Approximately 50% (700 households) of the Eastside Community consist of low income families. Most of the structures in the area are single family residences protected by proper zoning and land use designations. The area east of McNeil Street and south of Laurel Street is zoned R-3 but is predominantly occupied by single family residences. As a result, there is a possibility of demolition and therefore displacement. Although the zoning indicates multi-family development in this area, the urban infrastructure available to serve this neighborhood is not adequate to accommodate higher density use. Special consideration should be given to this area, perhaps allowing new high density construction on vacant parcels only. Or, the zoning and land use designations may be modified in an effort to preserve and rehabilitate the low density units.

The City is already using Section 8 allocations in the Eastside/Capistrano Community to assist low and moderate income families. And, since 23% of the units in this area are owner occupied, use of HCD Rehabilitation funds should also be considered.

.13 South Oceanside

South Oceanside is inhabited by a broad range of income groups, although the majority of residents are in the moderate income range. For the most part South Oceanside is a stable neighborhood comprised of older, well-maintained single family residences and, near the beach, moderately priced apartments. Because of the stability of this neighborhood, government action - short of maintaining existing densities - does not appear necessary at this time.

203.2 HOUSING - ISSUES

- .21 Methods for encouraging development and rehabilitation of lower and middle range rental units should be explored.
- .22 Are zoning and land use adjustments appropriate to reduce possible displacement resulting from demolition of single family structures in the Eastside area east of McNeil Street and south of Laurel Street?

204. WATER AND MARINE RESOURCES

Sections 30230, 30231 and 30236 of the Coastal Act requires the maintenance and restoration of marine resources and coastal water quality as well as the control of discharges into the ocean and runoff. These sections also require the prevention of ground water depletion, interference with surface flow and the encouragement of water reclamation. Finally, the maintenance of riparian buffers and the limitation of dams or alterations of streams are other means to be used for protection of these resources.

.11 San Luis Rey River Area

A thorough survey of the river's water and marine resources is essential. This survey should be coordinated with the Army Corps of Engineer's study of the river channelization. Where feasible, methods for protecting surrounding areas from flood hazards should be balanced with the objective of enhancing the resource characteristics of the area. The floodway is protected by the City's "F" overlay zone, which prohibits construction of buildings except as incidental to agricultural use. The river is designated as open space on the City's Land Use Element.

.12 South Oceanside

A survey of the slough area of the Loma Alta Creek should be conducted. If it is determined that the slough is biologically productive, new development in the area should be designed so that run-off and human and domestic animal intrusion do not cause adverse impacts.

The La Salina Secondary Sewage Treatment Plant is located near Loma Alta Creek. Treated effluent from this plant is combined with effluent from the City's San Luis Rey Treatment Plant (located outside of the coastal zone) and is discharged from a single outfall located 8,000 feet offshore. In June, 1977 the City authorized a project for upgrading the discharge quality of the La Salina Plant to meet required standards. The project is presently in the design phase, and will commence construction in 1978.

.13 Buena Vista Lagoon

Since the majority of the Buena Vista Lagoon is a State owned and protected ecological reserve, Oceanside's primary concern is with the further protection and enhancement of that reserve. Primary considerations relate to the degree of human intrusion the lagoon is capable of sustaining, the preservation of public vistas, and the prevention of adverse water quality impacts from urban run-off.

04.2 WATER AND MARINE RESOURCES - ISSUES

- .21 Water and marine resources of the San Luis Rey River and Loma Alta Creek should be studied.
- .22 What impact - if any - does urban runoff have on the water quality of the San Luis Rey River, Loma Alta Creek, and the Buena Vista Lagoon?
- .23 Would the proposed channelization of the San Luis Rey River have an adverse effect on the river's water quality?

205. DIKING, DREDGING, FILLING & SHORELINE STRUCTURES

Sections 30233 and 30235 of the Coastal Act Limit the diking, dredging or filling of all coastal waters to very specific circumstances. This would be permitted for the maintenance of previously dredged navigational channels, in wetlands areas for entrance channels to new or expanded boating facilities, for burying cables, and inspection of piers and other public services, mineral extraction, nature study and restoration. Any spoils from such activity are required to be planned to avoid disruption to marine and wildlife habitats.

205.1 SUB-AREA ANALYSIS

.11 Harbor

The U.S. Army Corps of Engineers is responsible for both the periodic maintenance dredging of the Harbor and also for preparing plans for the expansion of the Harbor. The dredging is necessary every 12-18 months to keep the mouth of the Harbor open for navigational purposes. The Corps of Engineers is studying three primary alternatives for eliminating the shoaling of the Harbor entrance and the beach erosion:

- a. A groin system and sandfill;
- b. A submerged detached breakwater and sandfill; and
- c. Sandfill.

As a separate but related action, the Corps of Engineers is preparing several alternative plans for expansion of the Harbor, all which would involve dredging and construction of additional shoreline structures. There is a possibility that the Harbor could be expanded northerly, utilizing Camp Pendleton's turning basin. This alternative would minimize the amount of dredging and engineering improvements necessary for the expansion.

Harbor expansion, if implemented, would be jointly undertaken by the Corps of Engineers and the Harbor District. The Corps would be responsible for the expansion of the Harbor basin; the Harbor District would be responsible for ancillary improvements such as boat slips, docks, onshore structures, etc.

It may be appropriate for the City, as a part of its Local Coastal Program, to examine the role between the Corps of Engineers, the City (Harbor District) and the Coastal Commission. Actions which are the sole responsibility of the Corps (maintenance dredging and beach protection, for instance) are beyond the purview of the City and Coastal Commission. The Harbor Expansion, however, contains elements of both local and federal discretion, and consequently will to some extent be subject to the requirements of the Coastal Act. Based on discussions with both the Corps of Engineers and the Coastal Commission, it seems appropriate to include Corps of Engineers projects in the LCP, fully recognizing the limits to each agency's discretion.

.12 Downtown-Redevelopment Area/South Oceanside

The sand that is dredged from the Harbor is normally deposited on eroded downtown and South Oceanside beaches. The beach erosion solutions described above all envision large scale replenishment of beach sand. Regardless of the solution chosen, the Federal government has accepted responsibility for the beach erosion problem and is committed to a permanent solution.

The City has tentative plans for construction of a new municipal pier. The new pier has been suggested as an extension of the convention center complex at Mission Avenue. The proposed pier has received a coastal permit and has been found to be consistent with Coastal Act policies.

.13 San Luis Rey Flood Plain

Part of the mouth of the river is revetted on both banks. The body of water is landlocked most of the year. The Corps of Engineers are now conducting a study on channeling the river upstream.

05.2 DIKING, DREDGING, FILLING & SHORELINE STRUCTURES - ISSUES

- .21 To what extent should projects initiated by the Corps of Engineers be included in the City's LCP?

206. COMMERCIAL FISHING AND RECREATIONAL BOATING

Section 30244 of the Coastal Act requires increased recreational boating encouragement via new facilities and limitation on non-water dependent land uses. This section further states that facilities serving commercial fishing and recreational boating industries shall be protected and upgraded.

206.1 SUB-AREA ANALYSIS

.21 Harbor

The proposed expansion of the Harbor relates directly to recreational boating opportunities as well as to commercial sportfishing opportunities. The Harbor expansion would increase recreational boat slips from its present capacity of 823 berths to over 1500 berths.

At the present, there is one commercial sportfishing business serving the Harbor. Because of a lack of berthing space, this operation cannot be greatly expanded unless the Harbor is expanded. There is no doubt that the demand exists for expanded sportfishing services.

Commercial fishing out of the Harbor is limited to a relative few small operators who supply fresh seafood to local markets. Large scale commercial fishing potential apparently does not exist.

206.2 COMMERCIAL FISHING AND RECREATIONAL BOATING - ISSUES

- .21 Does the proposed Harbor expansion meet Coastal Act policies relating to recreational boating?
- .22 Does the commercial sportfishing opportunities need to be expanded?
- .23 The City should explore the potential for providing a beach boat launching area.

207. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

Section 30240 of the Coastal Act requires that environmentally sensitive habitat areas be protected against any significant disruption. Development adjacent to such habitat areas and parks and recreation areas must be sited to prevent impacts that would downgrade the areas.

207.1 SUB-AREA ANALYSIS

.11 San Luis Rey River Area

To date, no comprehensive study of the San Luis Rey River habitat has been compiled. The City's LCP should include a complete environmental survey and impact analysis. Pertinent questions are: To what extent is the river's habitat value unique or limited? Can the floodplain support active recreational use without sustaining environmental damage? Can the river's habitat be enhanced or restored (where damaged)?

The environmental analysis should also examine the effects of development on adjoining vacant properties. Can new development be designed in a manner which will protect and enhance the unique resources of the river? There are several potentially developable parcels along the San Luis Rey Floodplain which should be examined in this context.

.12 South Oceanside

The Loma Alta Creek Slough is a significantly altered habitat, by virtue of the upstream channelization of the creek, its close proximity to urban development and man-made alterations to the slough itself. Given these conditions, the development of the La Salina Park adjacent to the slough does not seem to pose any threat to the habitat. The City should, however, consult with the State Department of Fish and Game to determine if any measures are necessary to protect or enhance the Loma Alta Creek habitat.

.13 Buena Vista Lagoon

The value and characteristics of the Buena Vista Lagoon habitat have been extensively documented. Most of the lagoon is protected as State-owned Ecological Reserve. The LCP should identify any additional sensitive habitat areas which might require protection or preservation. Additionally the City should determine if increased public access to the lagoon or urban run-off from new and existing development adversely impacts the lagoon habitat.

7.2 ENVIRONMENTALLY SENSITIVE HABITAT AREAS - ISSUES

- .21 A complete environmental inventory and impact analysis is needed for the San Luis Rey River Area.
- .22 The City should consult with the Department of Fish and Game or other appropriate agencies to determine if any measures are necessary to protect or enhance the Loma Alta Creek habitat.

- .23 Are there additional water and land buffer areas surrounding Buena Vista Lagoon which should be protected or preserved?
- .24 Is human intrusion and urban run-off significantly impacting the Buena Vista Lagoon habitat? If so, can these affects be feasibly mitigated?

208. AGRICULTURE

Conflicts between urban and agricultural land uses are addressed in Sections 30241 and 30242 of the Coastal Act. Prime agricultural land requires protection via priority systems, buffer areas, and limitations on conversions.

There are no existing agricultural lands within Oceanside's coastal zone. With the exception of the San Luis Rey Floodplain, the Loma Alta Slough and the beaches, there are no sizeable vacant parcels in Oceanside's coastal zone. In addition, there are no large agricultural lands in close proximity to the coastal zone.

The only coastal area large enough to accommodate agricultural use is the San Luis Rey Floodplain. Agriculture in the floodplain is not feasible due to conflicts with sensitive habitat policies and poor soil conditions.

08.1 AGRICULTURE - No Issues Identified

09. HAZARD AREAS

Section 30253 of the Coastal Act seeks to control risks to life and property in areas of high geologic, flood and fire hazard. New development must be monitored so that it neither creates nor contri-

butes to erosion, geologic instability, etc., with a major aim of preserving natural landforms along bluffs and cliffs.

09.1 SUB-AREA ANALYSIS

.11 Downtown/Redevelopment Area

There are no active or potentially active faults in Oceanside's coastal zone. There are, however, five major active faults within a 100-mile radius of Oceanside, the closest of which (Rose Canyon) is located 5 miles offshore. Seismic risk, therefore, is a City-wide issue which is addressed in the Public Safety Element of the General Plan (adopted in 1975). Because of the higher proportion of older structures in the downtown, earthquake hazards can be lessened through strict building code enforcement, including the use of the use of the Uniform Code for the abatement of Hazardous Buildings, which requires rehabilitation or demolition of the most hazardous structures.

Fire hazard is a concern in the downtown area, again because of the age of the structures. The City is presently upgrading the downtown water system to improve fire flow.

Redevelopment Agency recently approved a contract with a geologic engineering consultant to study the geologic composition and stability of the bluff between Ninth Street and Wisconsin Street and along the banks of the San Luis Rey River. This study will enable the City to safely locate new development and prevent, if possible, further bluff erosion.

.12 San Luis Rey River Area/South Oceanside/Buena Vista Lagoon

The San Luis Rey River, Loma Alta Creek and the Buena Vista Lagoon are all designated floodplains on the City's General Plan. The San Luis Rey Floodplain is designated with the Floodplain (F) overlay zone. The slough area of Loma Alta Creek is zoned open space, which generally prohibits construction. The Buena Vista Lagoon is zoned R-1, R-A, R-T and C-2. Rezoning of the lagoon to an appropriate zone should be explored.

09.2 HAZARD AREAS - ISSUES

- .21 The City should analyze the stability and composition of the coastal bluff between Ninth and Wisconsin Streets.
- .22 Should the Buena Vista Lagoon be rezoned to reflect its floodplain and open space status?

10. FORESTRY AND SOILS RESOURCES

The Coastal Act Section 30243 requires the protection of soils and timberland for the long-term. Dividing commercial timberlands into units of non-commercial size is limited to necessary timber processing and related facilities.

10.1 ANALYSIS

There are no timber resources in Oceanside. The sand in the San Luis Rey River bottom contributes, under natural conditions, to the replenishment of beach sand. Lawrence Canyon has been the site of recent rock and gravel mining operations. These two areas do not, however, under the terms of the Coastal Act, constitute "soils resources".

10.2 FORESTRY AND SOILS RESOURCES - No issues identified

211. LOCATING AND PLANNING NEW DEVELOPMENT

Sections 30244, 30250, 30252 and 30253 (3) and (4) contain the Coastal Act policies regarding development within the coastal zone. In summary these sections require that mitigation measures be provided for development affecting archeological and paleontological resources, the location of new development in or near existing development centers, limiting land divisions outside developed areas, maintaining access to the coast by providing better non-auto transit and parking opportunities, and that new development be related to providing adequate local on site recreation facilities.

211.1 SUB AREA ANALYSIS

.11 Harbor

At the request of the Regional Coastal Commission, the City is preparing a precise plan for the Harbor. This precise plan - which is in the final stages of development - proposes several alternatives for upgrading the recreational potential of the Harbor. The demand for facilities and the carrying capacity of the Harbor and its service network are being analyzed in light of Coastal Act policies.

.12 Downtown/Redevelopment Area

The 375 acre Redevelopment project area includes the beach area between the Harbor and Wisconsin Street, the San Luis Rey River mouth and its coastal bluffs, and the central core area surrounding Mission Avenue and Hill Street. Many studies and documents have been prepared in the last four years for the Redevelopment Area including a concept plan, an overall environmental impact report, a market analysis, procedures for design review and a beach residential and pier complex neighborhood plan.

The goal of the Redevelopment program is to remove blight through rehabilitation and new construction. It is therefore anticipated that overall residential and commercial densities will increase. This philosophy is consistent with Coastal Act

policy (Section 30250). Areas abutting the ocean and the river are particularly sensitive and will require special attention in the City's Local Coastal Program. Developments along the Strand, in particular, must address view preservation, beach access and traffic circulation.

The six block area between the pier and the railroad tracks, and First and Fifth Streets is proposed as a tourist-oriented center that will include specialty shops, restaurants, convention and multi-use center, hotels and possibly a new pier. Such a complex appears to be consistent with the goals of the Coastal Act. Proposals for development in this area should stress coastal-oriented recreation and visitor facilities, parking, traffic circulation, viewshed, design and accessibility. As an alternative, residential land use is considered appropriate in this area.

Eastside/Capistrano Community

Lawrence Canyon poses a number of developmental concerns. Landforms in this area should be softened and stabilized. Land use alternatives - including recreational use - should be examined. At such time Lawrence Canyon is developed the visual character of the area should be enhanced by landscaping and pleasing design.

San Luis Rey River Area

This issue identification has suggested that a master plan and environmental analysis be prepared for the San Luis Rey River area. Alternative uses for this area should be weighed against environmental factors. It is probable that archaeological resources may exist along the river. This should be investigated as a part of the environmental analysis for the San Luis Rey River area.

11.2 LOCATING AND PLANNING NEW DEVELOPMENT - ISSUES

- .21 Alternative development schemes for the Harbor are now being analyzed in the Harbor Precise Plan. The selected alternative must be compatible with Coastal Act policies, and should be submitted as a part of the Local Coastal Program.
- .22 Can developments along the South Strand feasibly occur without exceeding the height of the bluff? Will height limitations for development on the Strand result in acceptable views from Pacific Street? Should Pacific Street as well as the Strand provide maximum views of the ocean? Can zoning standards be developed which would allow ascending building heights going eastward in order to maximize views for properties on Myers Street, along the railroad tracks and beyond?
- .23 The EIR for the San Luis Rey River area should determine whether there are any significant archaeological or paleontological resources within the San Luis Rey River area and access whether developmental impacts on these resources can be satisfactorily mitigated?
- .24 What type of development is appropriate for Lawrence Canyon?

12. VISUAL RESOURCES AND SPECIAL COMMUNITIES

Sections 30251 and 30253 of the Coastal Act require that the scenic and visual qualities of the coastal areas be protected as a resource of public importance. Any new development should be sited to protect views and minimize alteration of natural land forms. In addition, any new development shall protect special communities because of their unique characteristics.

12.1 SUB-AREA ANALYSIS

- .11 Downtown/Redevelopment Area - San Luis Rey River Area

Coastal views in the northern part of the City along the San Luis Rey River and the Harbor are exceptional and will be

maintained to the maximum extent feasible. In the downtown area open views of the ocean exist along the length of the Strand as well as along the South Pacific Street bluff. Maintaining open views on the Strand does not seem to pose any difficulties as the City owns all the beach west of the Strand.

Maintaining all of the existing open view area from South Pacific Street does poses a conflict with the attempt to allow new construction on the Strand and remove blighting conditions. The conflict translates into the economics of building middle price range residential structures below the height of the bluff (an average of 25 feet at South Strand). If such an approach is not feasible, construction that exceeds the height of the bluff should be considered. If the latter occurs, view corridors should be maximized and equitable building height regulations should be established.

The visual character of the downtown is varied. Consequently the Redevelopment Area has been divided into 12 communities, each with special characteristics and design themes. Development standards and design controls in the Redevelopment Area are much stricter than for the rest of the City. Considerable progress has already been made in eliminating the visual blight which affects portions of the downtown.

.12 Eastside/Capistrano Community

The Eastside may be considered a special community because of its ethnic characteristics and the fact that it provides low and moderate income housing .

.13 South Oceanside

Due to the individual ownerships of developed parcels along South Pacific and Broadway Streets, very little view of the ocean is maintained. The visual quality of this area depends primarily on the design compatibility of new development with the existing area and enhancement of the streetscape.

The St. Malo development has a "French Provincial" architectural theme which has been extended to some of the surrounding area.

.14 Buena Vista Lagoon

The primary public vistas of the Buena Vista Lagoon are from Highway 78, Interstate 5 and Hill Street. Secondary views of the lagoon are also available at the ends of four residential streets which terminate at the bluff above the lagoon.

12.2 VISUAL RESOURCES AND SPECIAL COMMUNITIES - ISSUES

.21 Existing deterioration along the Strand greatly reduces the visual qualities from both Pacific Street and the Strand itself. Major rehabilitation, removal of structures and new construction must occur. High quality of design, careful site planning and special attention to roof tops must be maintained. Compromises may have to be arrived at when evaluating quality versus height.

.22 Is added view corridor in South Oceanside desirable and, if so, can it be feasibly implemented?

.23 Does the City's zoning ordinance adequately provide for the maintenance and enhancement of visual quality in the coastal area? What measures - if any - are needed to enhance the

streetscape and architectural character of the coastal area?

13. PUBLIC WORKS

The Coastal Act Policy Section 30254 limits expansion and new public works facilities to those necessary to accommodate new development or uses permitted by the Coastal Act. Special districts must not be formed or expanded which would attract new developments incompatible with coastal policies. Where choices are limited for public works facilities priority must be given to coastal dependent land uses, essential public services and basic industries vital to the economic health of the region, state or nation, public recreation, commercial recreation and visitor serving land uses before other development.

13.1 SUB-AREA ANALYSIS

.11 Harbor

A number of public works projects have been suggested as part of the Harbor expansion. The Harbor Precise Plan includes:

- a) A detailed analysis of the cumulative impacts of existing and proposed development on the vehicular, bicycle and pedestrian circulation system and proposes parking and road sizes to serve existing and projected demands;
- b) A proposal for insuring adequate parking, walkways, and other public facilities to accommodate the public's enjoyment of the Harbor area;
- and c) A program for phasing the construction of public improvement commensurate with private development in the Harbor area.

Specific proposals for public works projects in the Harbor area include construction of a fishing platform, and increasing access points under the railroad.

.12 Downtown/Redevelopment Area - South Oceanside

Because of the age of the downtown area, many of the sewer and water lines are old and undersized. The City is presently developing a downtown water master plan which will upgrade the water system for domestic and firefighting purposes and allow for urban recycling and new construction. Master plans are also contemplated for the South Oceanside water system and the sewer system throughout the coastal zone.

The La Salina secondary sewer treatment facility, which serves the downtown and the South Oceanside areas, presently has a treatment capacity of 4.0 MGD and a daily flow of 3.5 MGD. However, recent studies have indicated waste discharge deficiencies and proposed correcting measures.

The street network in the downtown and South Oceanside area is generally adequate. A vital portion of the Redevelopment effort is to study downtown traffic circulation patterns and ensure that adequate service capacity exists to handle projected traffic volumes. Another proposal is to realign Pacific Street into Myers Street in the vicinity of the pier in order to facilitate tourist-oriented development. The City also is contemplating the construction of a Pacific Street bridge across the San Luis Rey River west of the rail road trestle. (The existing section of Pacific Street, which crosses the floodplain is an "Arizona crossing" which is washed out occasionally, thereby restricting circulation in the Harbor and North Pacific Street areas.)

The railroad lowering project has a great many implications for the downtown circulation system. With the lowering, a bridge could be constructed at 8th Street, thus reducing traffic volumes on North Pacific and South Harbor Drive.

The possible downtown one-way couplet system is also dependent upon the railroad lowering. In addition, the railroad lowering would increase access to the beach and generally improve the "liveability" of the area.

The downtown area is the center of North San Diego County's transportation services. The central area is served by AMTRAK, Greyhound, Continental Trailways, North County Transit District, Yellow Cab and, during the summer months, by the pier-harbor mini-bus. The City has recently approved a contract to have the San Diego County Transportation Department study the feasibility and possible locations for a multi-modal transportation facility.

In recent years the City has sought funds to replace the old Oceanside pier, which was constructed in 1947. Replacement of the pier has received a permit from the Regional Coastal Commission.

The final class of public works programs proposed in the Downtown and South Oceanside area are those projects funded under

the City's Housing and Community Development Block Grant Allocation. These projects are: the Cassidy Street Beach Access, La Salina Park, Buccaneer Beach drainage pipe replacement, the public library parking lot landscaping and parkway landscaping.

213.2 PUBLIC WORKS - ISSUES

- .21 Are the proposed circulation system improvements consistent with Coastal Act policies?

214. INDUSTRIAL AND ENERGY FACILITIES

Sections 30250(b), 30260 through 30264, 30232 and 30255 of the Coastal Act contain provisions regulating the development, location expansion and continued operation of tanker facilities, LNG terminals, offshore, onshore oil and gas facilities, refineries and power plants as well as other coastal dependent industrial development.

214.1 ANALYSIS

The General Plan for the City indicates phasing out the industrial uses now existing near the railroad tracks between Topeka Street and the Escondido spur. This land is master planned for high density residential uses. The General Plan provides adequate and appropriate industrial zones outside the coastal area (along Ocean-side Boulevard and around the Oceanside Airport). A small industrial area in conjunction with the railroad company activities at

Escondido spur will remain.

At the present time there are no existing or proposed major energy facilities within Oceanside's coastal zone. Because of the developed character of the area such facilities would be generally inappropriate.

214.2 INDUSTRIAL AND ENERGY FACILITIES - No issues identified.

300 POLICY GROUP CHECKLIST

POLICY GROUPS	Not Appl.	Exist Cond.	Local Policies	Local Land Use	Local Zoning	Other Actions	Remarks
A. SHORELINE ACCESS (S30210, 30211, 32012) Development not to interfere with public right of access; provision. for dedication of accessways.		0	0	0	0		Additional access desired. Need specific access policy and requirement for accessway dedication with development.
B. RECREATION AND VISITOR-SERVING FACILITIES (S30212.5, 30213, 30220-30223, 30250(c)) Distribute public facilities; provide lower cost visitor facilities; protect oceanfront areas for coastal recreation; give priority to commercial recreation; reserve upland support areas; locate visitor facilities at selected points		+	+	0	0		Addressed in "Beach and Pier Complex" Plan - needs to be extended to the rest of the City.
C. HOUSING (S30213) Protect low and moderate income housing; new housing to conform to housing element.		+	+	0	0		Some zoning and land use conflicts need to be resolved.
D. WATER AND MARINE RESOURCES (S32030, 30231, 30236)							
1. Maintain, restore marine resources and coastal water quality; control discharges.		0	+	0	0		Water quality needs to be investigated.
2. Control runoff.		-	0	0	0		Existing problem of groundwater depletion/
3. Prevent groundwater depletion, interference with surface flow; encourage water reclamation.		-	0	0	0		salt water intrusion.
4. Maintain riparian buffers and limit dams or alterations of streams.		0	0	0	0		

POLICY GROUPS	Not Appl	Exist Cond.	Local Policies	Local Land Use	Local Zoning	Other Actions	Remarks
E. DIKING, DREDGING, FILLING; LINE STRUCTURES (S30233, 30235)							
1. Limit diking, dredging, filling of all coastal waters, especially certain wetlands; control spoils disposal.		-	0	0	0		Much diking and dredging has already occurred.
2. Limit shoreline structures (seawalls, cliff retaining walls).		-	0	0	0		
F. COMMERCIAL FISHING AND RECREATIONAL BOATING (S30224, 30234, 30255)							
Encourage increased recreational boating use; upgrade and protect commercial fishing facilities; give priority to coastal dependent facilities.		+	+	0	0		Precise Plan will solve these deficiencies.
G. ENVIRONMENTALLY SENSITIVE HABITAT AREAS (S30240)							
Protect environmentally sensitive habitat areas; prevent adverse impacts from development adjacent to them.		0	+	+	0		General Plan recognizes the importance of San Luis Rey River, Loma Alta Creek and Buena Vista Lagoon. Refinements to the boundaries of those sensitive areas may be necessary.
H. AGRICULTURE (S30241, 30242)							
1. Maintain prime agricultural land and minimize conflicts by establishing stable aries, limiting conversions in urban fringe areas, limiting land division, etc.	X						
2. Do not convert other agriculture land unless infeasible or for concentrating development.	X						

POLICY GROUPS	Not Appl	Exist Cond.	Local Policies	Local Land Use	Local Zoning	Other Actions	Remarks
I. HAZARD AREAS (S30253 (1) and (2) Minimize risks in geologic, flood and fire hazard areas; assure stability and not require bluff alteration in bluff and cliff areas.		0	0	0	0		Deficiency relates to the protection of bluffs.
J. FORESTRY AND SOILS RESOURCES (S30243) Protect productivity of timber- lands; limit conversions and land divisions.	X						
K. LOCATING AND PLANNING NEW DEVELOP- MENT (S30244, 30250, 30252, 30253(3) and (4)							
1. Mitigation for development affecting archaeological or paleontological resource.		0	0	0	0		Existing informal practices (through EIR process) need to be formalized.
2. Locate development in or near existing developed areas; or in other areas where services exist and no adverse impacts; minimize energy consumption, vehicle miles; be consistent with air quality standards.		+	+	+	+		RAQS implementation in progress. Growth manage- ment study in progress.
3. Limit land divisions outside developed areas.	X						
4. Maintain access to the coast by providing better transit, non- auto, and parking opportuni- ties.		0	+	0	0		Adequately addressed in Harbor Precise Plan and Redevelopment Neighborhood Plan. Needs to be extended to apply throughout coastal area.
5. Relate new development to adequate local and on-site rec- reation so as not to overload coastal recreation areas.		+	+	+	0		Zoning Ordinance needs to incorporate requirement for on-site recreation facilities.

POLICY GROUPS	Not Appl	Exist Cond.	Local Policies	Local Land Use	Local Zoning	Other Actions	Remarks
L. VISUAL RESOURCES AND SPECIAL COMMUNITIES (S30251, 30253(5))							
1. Protect coastal scenic and visual qualities; site and design development to protect public views, minimize landform alteration, be compatible.		-	-	0	0		View blockage is extensive in South Oceanside. Present zoning and land use promote intensive development in prime view areas.
2. Protect special coastal communities and neighborhoods.		+	+	0	0		
M. PUBLIC WORKS (S30254)							
1. Sewer and water: Limit capacity, service system, special district boundaries to serve development consistent with Coastal Act. Where capacity is limited, reserve portion for essential uses and recreation.		0	0	0	+		Capacity is limited in some cases. Allocation priority should be established.
2. Transportation: Design to serve development, but maintain rural Highway 1 as scenic, 2-lanes. Where capacity is limited, reserve portion for essential uses and recreation.	X						
N. INDUSTRIAL AND ENERGY FACILITIES (S30250(b), 30260-30264, 30232, 30255)	X						
1. Tanker facilities							
2. LNG terminals							
3. Off shore, on shore oil and gas facilities.							
4. Refineries							
5. Power Plants							

400 USES OF MORE
THAN LOCAL SIGNIFICANCE

Section 00041 of the Local Coastal Program regulations requires that uses of more than local importance be considered in the Local Coastal Program. The following list serves simply to identify those uses whose significance extends beyond the local area. A description of these uses is contained in the areawide description and the appropriate policy group evaluation sections.

1. State and federal parks and recreation areas and other recreational facilities of regional or statewide significance:
 - a. The Oceanside Small Crafts Harbor
 - b. The beach and pier complex along the Strand
2. State and federal highways and other transportation or public works facilities serving larger than local needs:
 - a. Interstate 5
 - b. State Highway 78
 - c. North County Transit District (provides bus service to all of North San Diego County)
 - d. Santa Fe Railroad Station (terminal for North San Diego County AMTRAK service)
 - e. AT&SF Railroad line and Escondido spur line.
 - f. State Route 76
3. Uses of larger-than-local importance:
 - a. Wildlife habitats
 - 1) Buena Vista Lagoon
 - 2) San Luis Rey River

b. Uses that maximize public access to the coast:

1) The Oceanside Small Crafts Harbor

2) The beach and pier complex along the Strand

500 SUMMARY OF KEY ISSUES

SHORELINE ACCESS

1. The adequacy of existing access along the coast needs to be evaluated.
2. Both the San Luis Rey River and the Buena Vista Lagoon should be studied to determine how access can be enhanced consistent with their habitat characteristics.
3. Areas where public access is restricted because of inadequate parking should be identified and locations for possible additional parking denoted.
4. Areas where prescriptive rights of access have been established should be identified.

RECREATION AND VISITOR SERVING FACILITIES

5. The coastal-wide demand for visitor service and recreation facilities should be determined, taking into account appropriate locations, the types of facilities desired, and the relationship of new facilities with existing uses. City ordinances and plans may require amendments in order to give priority to visitor serving uses.
6. The suitability of Lawrence Canyon for commercial recreation should be established.
7. The intensity and type of recreational uses in the San Luis Rey River area needs to be determined.

HOUSING

8. The City should balance the need to preserve existing and provide new low and moderate cost housing with the need to upgrade deteriorating residential areas and provide a mix of housing choices.

In particular, low and moderate cost housing should be maintained in the Eastside/Capistrano community.

WATER AND MARINE RESOURCES

9. The water quality and resource value of the San Luis Rey River, Loma Alta Creek and Buena Vista Lagoon should be documented and evaluated.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

10. The Army Corps of Engineers is working on three significant projects in Oceanside's coastal area: the Harbor expansion, beach erosion, and the San Luis Rey River channel improvement projects. The extent to which these projects should be addressed in the LCP must be determined.

COMMERCIAL FISHING AND RECREATIONAL BOATING

11. The adherence of the proposed Harbor expansion to the Coastal Act's recreational boating policies should be evaluated.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

12. A complete environmental inventory and impact analysis is needed for the San Luis Rey River.
13. The City should determine whether there are additional water or land buffer areas around the Buena Vista Lagoon which should be protected or preserved.

AGRICULTURE - Not applicable

HAZARDS

14. The stability and composition of the bluffs between Ninth and Wisconsin Street should be studied.

FORESTRY AND SOILS RESOURCES - Not applicable

LOCATING AND PLANNING NEW DEVELOPMENT

15. The Harbor Precise Plan must be reviewed for compliance to Coastal Act policies and should be submitted as a part of the LCP.
16. All Redevelopment Plans should be reviewed for compliance with Coastal Act policies and should be submitted as a part of the LCP.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

17. The City should review its zoning ordinance to determine if it adequately provides for the maintenance and enhancement of visual quality in the coastal area.

PUBLIC WORKS

18. The variety of circulation system improvements proposed for

the coastal area - including a possible bridge over the San Luis Rey River - should be reviewed for compliance to Coastal Act policies.

INDUSTRIAL AND ENERGY FACILITIES - Not applicable.

WORK PROGRAM

**600 DESCRIPTION
OF MAJOR TASKS**

WORK PROGRAM
FOR
LAND USE PLAN PHASE
OF THE
CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

600 DESCRIPTION OF MAJOR TASKS

601. ADMINISTRATION - The administration category includes a number of ongoing tasks needed to keep the Local Coastal Program functioning smoothly. Considerable time will be involved in maintaining an adequate filing and information service, coordinating with affected agencies, and scheduling, supervising and reviewing staff tasks. In addition, the administrative function includes the task of monitoring - in cooperation with the Regional Commission staff-permit applications which could prejudice the outcome of the LCP.

601.1 Objective - To ensure the timely and expedient development of a Local Coastal Program in full compliance with Coastal Act and Grant requirements.

601.2 Major Work Elements -

- .21 Develop and maintain filing system.
- .22 Maintain an information service for the public and affected agencies.
- .23 Coordinate LCP efforts with other City departments
- .24 Schedule and coordinate staff tasks.
- .25 Supervise and coordinate staff work.
- .26 Obtain consultant services.
- .27 Manage the LCP budget (including the accounting of personnel time and processing of invoices.)
- .28 In cooperation with the Regional Commission Staff, review projects which could affect the outcome of the LCP.

601.3 Estimated Staff Time - 2.5 Staff Months.*

*A "staff month" includes the composite of professional, technical, and clerical staff hours.

POLICY GROUP STUDIES

The policy group studies are the Plan and Policy review and data - gathering phase of the work program. The policy group studies will provide the information necessary to determine coastal zone characteristics and needs. Based on these studies the City can proceed with the preparation of a Land Use Plan document which will identify necessary amendments to local policy documents required to implement Coastal Act policies. The primary purpose of the policy group studies is to provide the data to substantiate----to both the public and the Coastal Commission----the validity of the City's ultimate policy choices. Working documents prepared as a part of the policy group studies will be used for informational and educational purposes.

602. SHORELINE ACCESS - Actual access conditions are generally good along most of the City's shoreline. There are several concerns, however, which must be studied further. The level of usage and capacity of shoreline areas needs to be determined. Prescriptive access rights should be identified and appropriate provisions should be made for access in sensitive habitat areas.

602.1 Objective - To insure maximum public access to the coast.

602.2 Major Work Elements -

- .21 Inventory and map existing access to the ocean, San Luis Rey River, Buena Vista Lagoon and Loma Alta Creek.
- .211 Identify locations where prescriptive rights of access have been established.
- .212 Classify access areas by ownership, maintenance and use potential of accessible shoreline
- .213 Estimate level of usage and identify areas of potential over-use, if any.
- .22 Identify and map locations where additional access is needed.
- .221 Establish priorities and standards for new accessway development based on need, physical suitability and economic feasibility.
- .222 Establish methods for implementing accessway acquisition and development.
- .23 Relate access considerations for Buena Vista Lagoon, Loma Alta Creek and the San Luis Rey River to resource and hazard information.
- .24 Identify areas where coastal access is limited by inadequate parking or street systems and evaluate remedies.

602.3 Products -

- .31 Accessway study (working document to be submitted to Coastal Staff, reviewed by the Coastal Projects Committee and made available to the public.)

.32 Access component of the San Luis Rey Master Plan.

602.4 Estimated Staff Time - 1.25 Staff Months.

603. RECREATION AND VISITOR SERVING FACILITIES -It has been the City's policy to encourage the development of recreation and visitor serving facilities in the Coastal Area. However, no overall study of coastal visitor and recreation facilities has been formulated and no formal policy giving priority to recreation commercial uses has been developed. These two needs constitute the primary focus of the work program.

603.1 Objective - To determine the demand and appropriate locations for additional recreation and visitor-serving facilities, based on Coastal Act policies and existing development patterns.

603.2 Major Work Elements -

- .21 Inventory and map all visitor-serving and recreational facilities in the Coastal Zone.
- .22 Determine the demand for additional facilities by general location and type.
- .23 Inventory and rank parcels with recreation and/or visitor - serving potential.
- .24 Establish priorities for new recreation or visitor - serving development based on market demand (need), physical and environmental suitability, service network carrying capacity and economic feasibility.
- .25 Coordinate work elements with the Parks and Recreation Department, Redevelopment Agency, Harbor District and Chamber of Commerce.
- .26 Evaluate the recreation and visitor - serving potential of these specific areas.
- .261 Lawrence Canyon
- .262 AT & SF Railroad right-of-way
- .263 Embankment along Loma Alta Creek
- .264 San Luis Rey River
- .265 Proposed tourist oriented development near the pier.
- .27 In particular, evaluate parking facility demand and locational requirements in relation to other recreation and visitor serving facility requirements.

603.3 Products -

- .31 Recreation and Visitor - Serving Facility Study (working document to be provided to Coastal Commission Staff, Coastal Projects Committee and interested members of the public.)

- .32 Recreation component of San Luis Rey River Master Plan.
- 603.4 Estimated Staff Time - 1.75 Staff Months.
604. HOUSING - Existing housing conditions generally meet the Coastal Act requirements. However, inflationary pressures and efforts to upgrade deteriorated neighborhoods could cause displacement. The Work Program stresses the consolidation of existing housing information, and analysis of methods for upgrading existing housing and preserving low and moderate income housing opportunities.
- 604.1 Objective - To provide and maintain a balance of housing types and price ranges within the Coastal Zone.
- 604.2 Major Work Elements -
- .21 Review, extract and, where necessary, update existing housing data for the coastal area from the Housing Element and Housing Assistance Plan (HAP).
 - .22 Identify areas where rehabilitation assistance is needed to preserve low and moderate cost housing.
 - .23 Identify possible locations and evaluate methods for encouraging the construction of new low and moderate priced rental units.
 - .24 Examine the role in inflationary pressures on the Coastal Zone's low and moderate priced housing stock.
 - .25 Analyze methods for averting possible displacement in the East Side area (including zoning or land use adjustments).
 - .26 Evaluate the adequacy of existing tools for meeting low and moderate income housing needs and avoiding displacement.
- 604.3 Products -
- .31 Coastal Housing Study (working document to be provided to Coastal Staff, Coastal Projects Committee, and the public).
- 604.4 Estimated Staff Time - 1.50 Staff Months.
605. WATER AND MARINE RESOURCES - Three water and marine resources have been identified: Buena Vista Lagoon, the San Luis Rey River and Loma Alta Creek. Major tasks relate to the evaluation of existing water quality and the impact of runoff on those resources.
- 605.1 Objective - To maintain and, where feasible, enhance coastal water quality and marine resources.
- 605.2 Major Work Elements -
- .21 Evaluate the water quality of Loma Alta Creek, Buena Vista Lagoon, and the San Luis Rey River.
 - .22 Determine what impact - if any - urban runoff has on the above water resources and propose methods to mitigate any impacts.

- .23 Evaluate the potential effects of channelizing the San Luis Rey River with regard to public safety, water quality and resource considerations.

605.3 Products -

- .31 Water and Marine Resources Study (working document to be provided to the Coastal Commission Staff, Coastal Projects Committee, and public).

605.4 Estimated Staff Time - 1.00 Staff Months.

606. DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES - Projects under this category are primarily the responsibility of the Army Corps of Engineers (i.e. the Harbor expansion, flood control improvements to the San Luis Rey River, beach erosion control and maintenance dredging of the Harbor). A major task will be to define the scope and authority of the LCP relative to these federal projects.

606.1 Objective - To identify diking, dredging and filling activities and assess their impact on coastal resources.

606.2 Major Work Elements -

- .21 Inventory existing and proposed diked, dredged or filled areas and shoreline structures.
- .22 Determine the applicability of LCP requirements to Corps of Engineers and projects.
- .23 Analyze the impact of all applicable diking, dredging, filling or shoreline structure projects on coastal resources.
- .24 Determine if public trust lands exist in areas where the shoreline has been altered.

606.3 Products -

- .31 Diking, Dredging, Filling and Shoreline Structures Study (working document to be provided to the Coastal Commission Staff, Coastal Projects Committee and public.)

606.4 Estimated Staff Time - 1.00 Staff Months.

607. COMMERCIAL FISHING AND RECREATIONAL BOATING - Commercial fishing and recreational boating opportunities are restricted to the Harbor area. The primary objective of the work program is to evaluate the potential for expanding recreational boating as part of the Harbor Precise Plan.

607.1 Objective - To maximize recreational boating opportunities concurrent with the provision of adequate public services and support facilities.

607.2 Major Work Elements -

- .21 As part of the Harbor Precise Plan, establish the existing and projected demand for recreational boating facilities and correlate that demand with proposals for expansion of the Harbor and improvements to support facilities.
- .22 Evaluate the potential for expanding sportfishing operations in the Harbor.

607.3 Product -

- .31 Commercial Fishing and Recreational Boating component of the Harbor Precise Plan.

607.4 Estimated Staff Time -

- .41 LCP Staff - 0.75 Staff Months.
- .42 Consultant - (Included as part of the Harbor Precise Plan....see SUBCATEGORY 610.4).

608. ENVIRONMENTALLY SENSITIVE HABITAT AREAS - Buena Vista Lagoon and the mouth of the San Luis Rey River are both sensitive habitats of greater than local significance. Planning for the lagoon and river areas will reflect habitat information. Loma Alta Creek does not appear, at this time to be a sensitive habitat. However, the City intends to further investigate the resource value of the creek and continue the work program in accordance with those findings.

608.1 Objective - To identify characteristics of sensitive habitat areas, evaluate impacts from surrounding activities, and propose land uses which are compatible with habitat preservation and enhancement.

608.2 Major Work Elements -

- .21 Buena Vista Lagoon
 - .211 Review and compile resource information for the Buena Vista Lagoon.
 - .212 Develop a coordinated planning capability for the Buena Vista Lagoon area in conjunction with other responsible agencies (in particular the State Department of Fish and Game, the Regional Water Quality Control Board, and the City of Carlsbad).
 - .213 Determine, in conjunction with the State, whether additional water or land buffer areas surrounding the ecological preserve should be protected or acquired.
 - .214 Evaluate surrounding land uses for compatibility with the Lagoon's resource characteristics.

.22 Loma Alta Creek -

- .221 Determine the characteristics and habitat value of Loma Alta Creek in cooperation with the State Department of Fish and Game.
- .222 In light of the resource and water quality information, determine whether any further action is necessary (i.e., land use adjustments or habitat restoration).

.23 San Luis Rey River -

- .231 Prepare a complete environmental inventory for the San Luis Rey River mouth and narrows.
- .232 Develop a land use and access plan for the river environs in light of the resource information.

.24 General -

- .241 Where full protection or acquisition of sensitive habitat areas is indicated, explore the full range of compensatory techniques, including public acquisition, development trade-offs, property-owner dedication, etc.

608.3 Products -

- .31 San Luis Rey River EIR and Master Plan.
- .32 Resource study for Buena Vista Lagoon (working document to be provided to the Coastal Staff, Coastal Projects Committee and public).
- .33 Resource study for Loma Alta Creek (working document to be provided to the Coastal Staff, Coastal Projects Committee and public).

608.4 Estimated Staff Time -

- .41 LCP Staff - 2.0 Staff Months.
- .42 Consultant - San Luis Rey River Master Plan and EIR @ \$50,000, allowing four months for completion.

609. HAZARD AREAS - Two potential hazards are a concern in the City's coastal area: the stability of the coastal bluff between Ninth and Wisconsin Streets, and the flood hazard for properties near the San Luis Rey River.

609.1 Objective - To minimize risk to life and property in areas subject to flood and geologic hazards.

609.2 Major Work Elements -

- .21 As a part of the San Luis Rey River Master Plan, analyze land use consistency with the flood hazard.

- .22 Prepare a geologic study of the stability and composition of the coastal bluffs between Ninth and Wisconsin Street establishing criteria for locating structures and, if possible, preventing further bluff erosion.

609.3 Products -

- .31 Hazard study (working document).
- .32 Bluff study (between Ninth and Wisconsin Streets).

609.4 Estimated Staff Time -

- .41 LCP Staff - 0.75 Staff Months.
- .42 Consultant - Bluff study at \$13,000, allowing one month for completion.

610. LOCATING AND PLANNING NEW DEVELOPMENT - The majority of Oceanside's Coastal Zone is urbanized. Substantial undeveloped properties occur only in the vicinity of the San Luis Rey River. Three key planning activities will help govern new development in the coastal area: The Downtown Redevelopment Program, the Harbor Precise Plan, and the San Luis Rey River Master Plan.

610.1 Objective - To provide standards for desirable new development within the coastal zone.

610.2 Major Work Elements -

- .21 Complete the preparation and adoption of a Precise Plan for the Harbor which:
 - .211 Denotes appropriate long and short term uses for the Harbor Area in accordance with Coastal Act policies.
 - .212 Provides for the construction of adequate public facilities commensurate with need.
 - .213 Contains an optimum street and parking plan with an emphasis on encouraging bicycle and pedestrian access and tram service to the activity centers.
 - .214 Maximizes public access to and enjoyment of the Harbor.
- .22 Inventory parcels which are undeveloped or developed with uses which are incompatible with the Zoning/General Plan.
- .23 Analyze parcel sizes, ownership and development patterns.
- .24 Inventory known archaeological and paleontological resources.
- .25 Prepare a Master Plan and environmental inventory for the San Luis

Rey River area which:

- .251 Analyzes appropriate land uses for the river area, taking into account the physical characteristics of the area and surrounding development patterns.
- .252 Identifies any archaeological resources in the river area.
- .26 Evaluate development criteria for the Strand in light of Coastal Act policies.

610.3 Products -

- .31 New Development Study (working document).
- .32 San Luis Rey River Master Plan and EIR.
- .33 Possible amendments to the Land Use Element of the General Plan.
- .34 Harbor Precise Plan.

610.4 Estimated Staff Time -

- .41 LCP Staff - 1.75 Staff Months.
- .42 Consultant -
- .421 Harbor Precise Plan - Estimated contract for \$30,000, allowing three staff months for completion.
- .422 San Luis Rey Master Plan and EIR - Estimated contract for \$50,000, allowing four months for completion.

611. VISUAL RESOURCES AND SPECIAL COMMUNITIES - A primary concern affecting Oceanside's Coastal Zone is the enhancement of visual quality. In particular, the City is concerned about eliminating visual blight in the Redevelopment Area and creating an attractive streetscape throughout the City.

611.1 Major Work Elements -

- .21 Inventory and rank coastal viewsheds.
- .22 Denote areas where public viewsheds should be maintained.
- .23 Evaluate existing policies and plans relating to coastal visual resources and determine if any additional policies or development standards are needed to preserve and enhance visual quality in the South Oceanside and Buena Vista Lagoon Areas.
- .24 Establish design and building height criteria for new development along the Strand.

611.3 Products -

- .31 Visual Resources and Special Communities Study (working document).

611.4 Estimated Staff Time - 1.00 Staff Months.

612. PUBLIC WORKS - The main task in this section is the preparation of capacity studies for streets, utilities, and other public facilities. This data can then be applied to policy decisions concerning land use and new development.

612.1 Objective - To provide adequate public facilities and services, concurrent with need and in accord with Coastal Act Policies.

612.2 Major Work Elements -

- .21 Translate recreational demand (projected in 603.22) into service network (e.g., streets, utilities, public facilities) capacities.
- .22 Relate projections for new development, intensified development and redevelopment to service capacities.
- .23 Review proposed circulation system improvements relative to Coastal Act Policies.

612.3 Products -

- .31 Service Capacity Study (working document).

612.4 Estimated Staff Time - 2.00 Staff Months.

LAND USE PLAN AND EIR

613. LAND USE PLAN - The preparation of the Land Use Plan is the single most important task in Oceanside's Local Coastal Program. The Land Use Plan will identify the necessary amendments to existing plans. Information reviewed and gathered as a part of the policy group studies will be utilized during the land use phase in answering the following questions:

- To what extent do existing local conditions meet the policy intent of the Coastal Act?
- To what extent do the General Plan and Redevelopment Plans and other policy documents address all the policy requirements of the Coastal Act?
- What actions are needed to implement the policies imposed by the Coastal Act?

As allowed under the LCP Regulations, the City intends to incorporate the Coastal Land Use Plan into existing policy documents. In addition, two new policy documents are to be prepared in response to Coastal Act mandates: a Precise Plan for the Oceanside Small Crafts Harbor (now underway), and a Master Plan for the San Luis Rey River area.

In order to meet the requirement for specific evaluation of plan proposals in relation to Coastal Act policies, a Land Use Plan and EIR document will be submitted. This document will be used to facilitate review by decision-makers, the public and affected agencies. The inclusion of the EIR in the Land Use Plan document will enable the concurrent examination of the environmental effects of various project alternatives.

613.1 Objective - To prepare any amendments needed to bring local policy documents into conformance with the California Coastal Act.

613.2 Major Work Elements -

- .21 Utilizing information identified in the Policy Group Studies, prepare any amendments needed to bring the General Plan and Redevelopment Plans into conformance with Coastal Act policies.
- .211 Ensure that the kinds, locations and intensity of land uses are consistent with Coastal Act policies.
- .212 Indicate any additional resource protection and development policies needed to preserve and enhance Coastal resources.
- .22 Identify actions necessary to implement identified policies.
- .23 Summarize policy group findings and the resolution of identified issues.

613.4 Estimated Staff Time - 3.00 Staff Months.

614. EIR PREPARATION - The EIR is proposed to serve two primary functions. First, in meeting the requirements of the California Environmental Quality Act (CEQA), the EIR will disclose the environmental consequences of the Local Coastal Program. Second, the EIR is intended to function as a planning tool, enabling the decision-makers to weigh project alternatives in light of environmental, social and economic concerns.

614.1 Objective - To prepare an EIR which meets all requirements of CEQA.

614.2 Major Work Elements -

- .21 Address all points required under CEQA, relying wherever possible on data acquired in earlier working documents.
- .22 Incorporate by reference the San Luis Rey River Master Plan EIR, Redevelopment EIR and Harbor Precise Plan EIR.
- .23 Emphasize project alternative and mitigation sections.
- .24 Include as part of the project any implementing actions identified in 614.22.

614.3 Product - EIR (to be incorporated into the Land Use Plan document.)

614.4 Estimated Staff Time - 2.00 Staff Months

615. PHASE III WORK PROGRAM PREPARATION: ZONING ORDINANCE AND OTHER IMPLEMENTING ACTIONS - A work program has not been prepared for Phase III, primarily because the extent and scope of the Implementation portion of the LCP will not be defined until the Land Use Plan portion is well underway. The City will, therefore, submit a separate work program and funding request for Phase III.

615.1 Objective - To identify the scope and timing of the Implementation Phase of the LCP.

615.2 Major Work Elements -

- .21 Identify tasks and estimate staffing requirements.
- .22 Establish a schedule for completing Phase III.
- .23 Prepare a budget for Phase III.

615.3 Product - Phase III Work Program and Grant Request.

615.4 Estimated Staff Time - 0.75 Months.

**700 METHODS
FOR INVOLVING THE
PUBLIC AND AFFECTED
AGENCIES AND DISTRICTS**

700. METHODS FOR INVOLVING THE PUBLIC AND AFFECTED AGENCIES AND DISTRICTS - The Coastal Act requires that all affected governmental agencies, special districts and the public be given maximum opportunity to participate in the preparation of the LCP. This will be achieved by establishing early contact with and inviting suggestions from the public and agency representative throughout the Local Coastal Program.
701. GOVERNMENTAL AGENCIES WITH JURISDICTION IN THE COASTAL ZONE - The following agencies have jurisdiction over facilities or activities in or adjoining Oceanside's Local Coastal Zone. Their involvement will be encouraged throughout the LCP process.
- 701.1 Adjoining Jurisdictions
- .11 Camp Pendleton (USMC)
 - .12 City of Carlsbad
- 701.2 Special Districts
- .21 Oceanside Small Crafts Harbor District
 - .22 North County Transit District (non-taxing).
- 701.3 State Agencies
- .31 Office of Planning and Research
 - .32 Department of Fish and Game
 - .33 Public Utilities Commission
 - .34 Coastal Commission
 - .35 Lands Commission
 - .36 Department of Transportation
 - .37 Water Resources Control Board
 - .38 Department of Navigation and Ocean Development
 - .39 Coastal Conservancy
- 701.4 School Districts
- .41 Oceanside Unified School District
 - .42 MiraCosta Community College District
- 701.5 Federal Agencies
- .51 Army Corps of Engineers

- .52 United States Marine Corps
- .53 U. S. Fish and Wildlife Services.
- 701.6 Areawide Clearinghouse - Comprehensive Planning Organization
- 701.7 Oceanside Redevelopment Agency
- 701.8 Public Utilities
 - .81 San Diego Gas and Electric
 - .82 Pacific Telephone
 - .83 Atchison, Topeka and Santa Fe Railroad
- 701.9 County of San Diego
- 702. PROCESS FOR INVOLVING AFFECTED AGENCIES - The names of affected agencies will be placed on the distribution list for meeting notices and LCP documents. In addition, direct contact will be established with agency representatives so that the plans and activities of other jurisdictions may be considered in the preparation of the LCP.
 - 702.1 Objective - To allow special jurisdictions and governmental agencies maximum opportunity to participate in the development of Oceanside's Local Coastal Program.
 - 702.2 Major Work Elements -
 - .21 Transmit notices of meetings and document drafts to all agencies listed in Section 701 of the Work Program and Appendix "A" of the LCP Manual.
 - .22 Establish liaisons within each agency and encourage early input.
 - .23 Provide copies of the Land Use Plan, EIR and (where applicable) working documents for agency review.
 - .24 Schedule meetings to review the compliance of agency development plans and activities with Coastal Act policies.
 - 702.3 Estimated Staff Time - 1.50 Staff Months.
- 703. CITIZEN INVOLVEMENT PROCESS - The Coastal Act requires maximum public participation in the preparation of the LCP. The City intends to provide a variety of informational and educational programs in order to involve the broadest possible segment of the community.

703.1 Objective - To provide maximum opportunities for early and on-going public input into the LCP.

703.2 Major Work Elements -

- .21 Prepare and maintain meeting notification and document distribution list, including the names of all interested citizens, homeowners associations, civic organizations, businesses.
- .22 Send meeting notices for Coastal Projects Committee, Planning Commission and City Council meetings to all persons and organizations on the distribution list.
- .23 Publish legal notices at least 10 days in advance of Planning Commission and City Council meetings.
- .24 Distribute and allow public review of all LCP documents at least six weeks prior to any final City Council action. Document distribution will be governed by the following criteria.

Working Papers -

- .241 Publish and distribute summaries of all working papers.
- .242 Provide complete working papers upon request.
- .243 Place loan copies of working papers in City Hall and the public library.

Land Use Plan and EIR -

- .244 Distribute complete copies of Land Use Plan and EIR.
- .245 Place brochure-format summary documents in conspicuous public places (i.e., City Hall, Library, Chamber of Commerce, supermarkets, schools, etc.)
- .25 Maintain for public review a file of minutes and/or summaries for all committee meetings, public hearings and forums.
- .26 Utilize the Coastal Projects Committee as an LCP advisory committee and liaison with other agencies or organizations (i.e., City Council, Planning Commission, Redevelopment Agency, Harbor District, etc.)
- .261 Keep the Coastal Projects Committee membership open to citizens with special interest or expertise.
- .262 Publicize Coastal Projects Committee meetings and encourage the public to attend and participate.
- .262 Schedule Coastal Projects Committee meetings at least monthly for the review of working papers and the draft Land Use Plan and EIR.

- .27 Maximize media coverage of the LCP.
- .271 Prepare press releases in advance of major milestones and hearings.
- .272 Attempt to produce a phone-in session on a local radio station.
- .273 Provide documents and respond to queries from media representatives.
- .28 Prepare slide shows and graphics for use in presentations to interested citizens and community organizations.
- .29 Organize two Community forums to acquaint the public with the LCP process and encourage timely input.

703.3 Estimated Staff Time - 2.50 Staff Months.

704. LOCAL PUBLIC HEARINGS -

Local public hearings are to be held periodically to invite comments and keep the decision-makers and public informed on the progress of the LCP. All communications before the City Council and Planning Commission are to be legally noticed public hearings with public testimony invited.

704.1 Objective - To provide regular opportunities for decision-makers and the public to review and comment on the LCP.

704.2 Major Work Elements -

- .21 Schedule periodic "status reports" for Planning Commission and City Council public hearings (estimated to be scheduled every two months).
- .22 Allow for as many public hearings on the Land Use Plan and EIR as necessary to ensure full scrutiny by the public and decision-makers.
- .23 Distribute public hearing notices to interested and affected individuals, organizations and agencies.
- .24 Prepare staff presentations.
- .25 Provide staffing for public hearings.
- .26 Make revisions per Planning Commission and City Council decisions.

704.3 Estimated Staff Time - 1.5 Staff Months.

705. COASTAL COMMISSION HEARINGS -

705.1 Objective - To provide adequate staffing, leading to the Coastal Commission hearings will be the responsibility of the Commission Staff; the City will share in the responsibility for presenting the LCP and responding to Commission concerns. The City will provide a local information service throughout the Coastal Commission hearing process.

705.2 Major Work Elements -

- .21 Serve as an information source and liaison with local citizens and organizations throughout the Regional and State Commission hearings.
- .22 Participate at Coastal Commission hearings.
- .23 Prepare staff presentations.
- .24 Make revisions per Regional and State Commission decisions.

705.3 Estimated Staff Time - 1.50 Staff Months.

800 COMPLETION SCHEDULE

LOCAL COASTAL PROGRAM
FIRST YEAR WORK PROGRAM SCHEDULE

Name of Applicant: City of Oceanside

Project year
From April 1978 to April 1979

Program Subcategory (Reference No. & Title)	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
ADMINISTRATION												→
POLICY GROUP STUDIES												
Shoreline Access		→	→	→								
Recreation & Visitor Serving Facilities		→										
Housing				→	→	→						
Water & Marine Re- sources		→										
Diking, Dredging, and Filling			→	→								
Recreational Boating			→									
Habitat Areas				→	→							
Hazard Areas					→	→	→					
New Development						→	→	→				
Visual Resources						→	→	→				
Public Works						→	→	→				
LAND USE PLAN							PREPARE	→	REVIEW	→		
EIR							PREPARE	→	REVIEW	→		
PHASE III WORK PROGRAM									→			
INTERGOVERNMENTAL COORDINATION												→
CITIZEN PARTICIPATION												→
LOCAL PUBLIC HEARINGS											→	
COASTAL COMMISSION PUBLIC HEARINGS												→

<u>Task</u>	<u>Estimated Time in Staff Months</u>
Administration	2.50
Policy Group Studies	
Shoreline Access	1.25
Recreation & Visitor Serving Facilities	1.75
Housing	1.50
Water & Marine Resources	1.00
Diking, Dredging & Filling	1.00
Fishing & Recreational Boating	.75
Sensitive Habitat Areas	2.00
Hazard Areas	.75
Locating and Planning New Development	1.75
Visual Resources & Special Communities	1.00
Public Works	2.00
Land Use Plan Preparation	3.00
EIR Preparation	2.00
Phase III Work Program	.75
Intergovernmental Coordination	1.50
Citizen Participation	2.50
Local Hearings	1.50
Coastal Commission Hearings	<u>1.50</u>
	30 Staff Months

PERSONNEL SUMMARY

<u>Title</u>	<u>Total Time Commitment (in staff months)</u>
Planning Director	0.6
Associate Planner	12.0
Assistant Planner	0.6
Research Assistant	12.0
Draftsman	1.2
Secretary II	<u>3.6</u>
Total	30.0 Staff Months

PERCENTAGE OF TOTAL STAFF TIME

Planning Director	2.0%	<u>Percent professional</u>
Associate Planner	40.0%	= 13.2 staff months
Assistant Planner	2.0%	44%
Research Assistant	40.0%	<u>Percent technical</u>
Draftsman	4.0%	44% = 13.2 staff months
		<u>Percent clerical</u>
Secretary II	12.0%	12% = 3.6 staff months

900 BUDGET

TWELVE MONTH BUDGET

MAR 1978-MAR 1979

<u>Personnel</u>	<u>Hourly¹ Rate</u>	<u>Est. Hours Week</u>	<u>Total</u>
Planning Director	10.75	2	\$ 1,118
Associate Planner (Coastal Planner)	8.11	40	16,869
Assistant Planner (Environmental Analyst)	6.15	2	640
Secretary II	4.51	12	2,814
Research Assistant	5.00	40	10,400
Craftsman	5.01	4	1,042
		<u>100</u>	<u>\$ 32,883</u>

+30% to cover employee benefits, step increases
and possible cost of living increase 9,865

Personnel Sub-Total \$ 42,748

Consultant Services

Pluff Geologic Study	13,000
San Luis Rey River Master Plan & EIR	50,000
Harbor Precise Plan & EIR	<u>30,000</u>

Consultant Sub-Total \$ 93,000

Operating & Miscellaneous Expenses

Telephone \$25/mo	300
Office supplies \$20/mo	240
Printing	2,000
Postage \$20/mo	240
Travel Expenses	820
Cartographic supplies & aerial photos	<u>1,000</u>
Miscellaneous Sub-total	<u>\$ 4,600</u>

Personnel	\$ 42,748
Consultant Services	93,000
Operating/Miscellaneous Expenses	<u>4,600</u>
	<u>\$140,348</u>

- does not reflect employee benefits



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